

Official and Classified ADVERTISEMENTS

Continued from Page 15

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PUBLIC NOTICE

NOTICE TO MARINERS
SHELL EXPRO'S GASLINE TERMINATION
Current work on the St. Fergus/Brent Gasline has now ceased for winter months. The end of laid down section of the pipeline is on sea-bed at following position: 59°48'56.4"N 00°00'06.7"E.
Which computes to following Decco co-ordinates.
CHAIN 6C NORTH SCOTTISH
CORRECTED OBSERVED COMPUTED GREEN (2) D 47.87 (C-O) - 0.15
OBSERVED DECCOMETER READING (2) E. 30.02
CORRECTED OBSERVED COMPUTED PURPLE (1) F. 67.45 (C-O) - 0.40
OBSERVED DECCOMETER READING (1) F. 67.85
CHAIN OF BERGEN
CORRECTED OBSERVED COMPUTED RED (1) E. 16.91 (C-O) - 0.15
OBSERVED DECCOMETER READING (1) E. 16.76
CORRECTED OBSERVED COMPUTED GREEN (3) F. 46.04 (C-O) + 0.15
OBSERVED DECCOMETER READING (3) F. 44.89
CORRECTED OBSERVED COMPUTED PURPLE (1) F. 67.06 (C-O) + 0.13
OBSERVED DECCOMETER READING (1) G. 86.93
It should also be noted that attached to the end of the pipeline is 1000 feet of 3" dia. wire rope lying on sea bed on a bearing of 037° from pipeline.

NOTICE TO MARINERS

ROCK DUMPING ON SHELL EXPRO'S GASLINE

Rock dumping on the St. Fergus/Brent gasline is being carried out by the vessels "Avelingen" and "Frans" and will continue for several further weeks. As a result of weather delays it is now anticipated that the work will continue until about the end of the year.

First location is pipeline chainage Km. 4.8 to Km. 6.3 which is equivalent to Decco main chain 6c green, D32.74 to D33.59 and purple H62.25 to H62.47.

Rock Dumping Vessels

"FRANS" and "AVELINGEN"

These vessels which are at present working over the St. Fergus/Brent Gasline, frequently lay to two anchors the cables of which extend 650 metres up current from the vessels. A wide berth is requested.

Skippers get tough with Faroe

ABERDEEN trawler officers are seeking support from the industry to stop landings by Faroese trawlers until an acceptable agreement on fishing rights for EEC boats at Faroe had been reached.

Mr. Joe McLean, secretary of the Aberdeen Trawler Officers' Guild, said that the Faroese authorities were driving UK boats from the area by the imposition of increased net mesh size to 135mm at the beginning of next year. This will make fishing impossible. Despite the skippers' pleas at a meeting held this week, representatives will only be reporting to their organisations what had been said.

Robert Allan, chief executive of Aberdeen Fishing Vessel Owners' Association, said that another meeting of the committee would depend on the "feedback from the various organisations. Another meeting would be called if it seemed desirable". Present at the meeting were representatives of the Transport and General

Workers' Union, fish porters, merchants and trawler owners.

Mr. McLean earlier warned that if Faroe did not allow satisfactory access for EEC trawlers, they would be calling for a ban on Faroese landings not only at Aberdeen but other UK ports.

EEC trawlers will withdraw from Faroese waters for a period at the start of next year. At the same time Faroese vessels will quit EEC waters.

This was one of the decisions reached at last week's talks between EEC and Faroese authorities at Brussels. It is expected that there will be no fishing by either side until an agreement on access for 1978 is reached.

Next meeting to continue the talks at Brussels will be on January 11, and from then until January 18, when there will be a meeting of the Council of Ministers. It will be a decision time for UK trawler interests - particularly at Aberdeen. Exclusion of that port from Faroese waters

would have the same effect as Iceland did to the Humber. It was hoped that arrangements with Faroe would be ratified at the Council of Ministers' meeting on January 16.

Danger zone

DANGERS of eating cadmium polluted shellfish from the Bristol Channel have been spelled out by Weston-super-Mare Community Health Council.

This warning came from Roger Stanner, a chemistry teacher at Harcliffe School in Bristol who has spent years on part-time research into cadmium pollution. He has studied the problem from Arctic Norway to Spain, but claims the Bristol Channel is the largest area of high cadmium water in Europe that has been crossed.

Zinc smelting at Avonmouth is the biggest source of the pollution, according to Mr. Stanner.

QUOTAS RUN OUT

BUT'S 15 Hull-based wet fish trawlers will stay in port when they return from their present trips. On Wednesday a company spokesman said their catch quotas had been exhausted.

He added that seven of the company's wet fish trawlers are still at sea. They are expected to be back home in about two weeks.

Skipper Tom Nielsen, secretary of the Hull Trawler Officers' Guild, remarked: "It is going to be a very black time for fishing families. We are given to understand that all firms are not sending any more vessels to sea until after Christmas".

Share-out

Continued from page two
dertaken in the meantime to reconsider their present proposals.

The council also agreed that existing conservation measures should continue unchanged until January 31. These include the 'stand-still' on fishing effort adopted during 1977 and all other measures whether they are community measures or national. This is important because it means that the present North Sea herring ban and Norway put box will continue.

John Peyton, opposition shadow minister, said it would be very wrong indeed if anyone in Brussels or elsewhere thought there was anything but unanimity and they fully supported Mr. Silkin in his stand.

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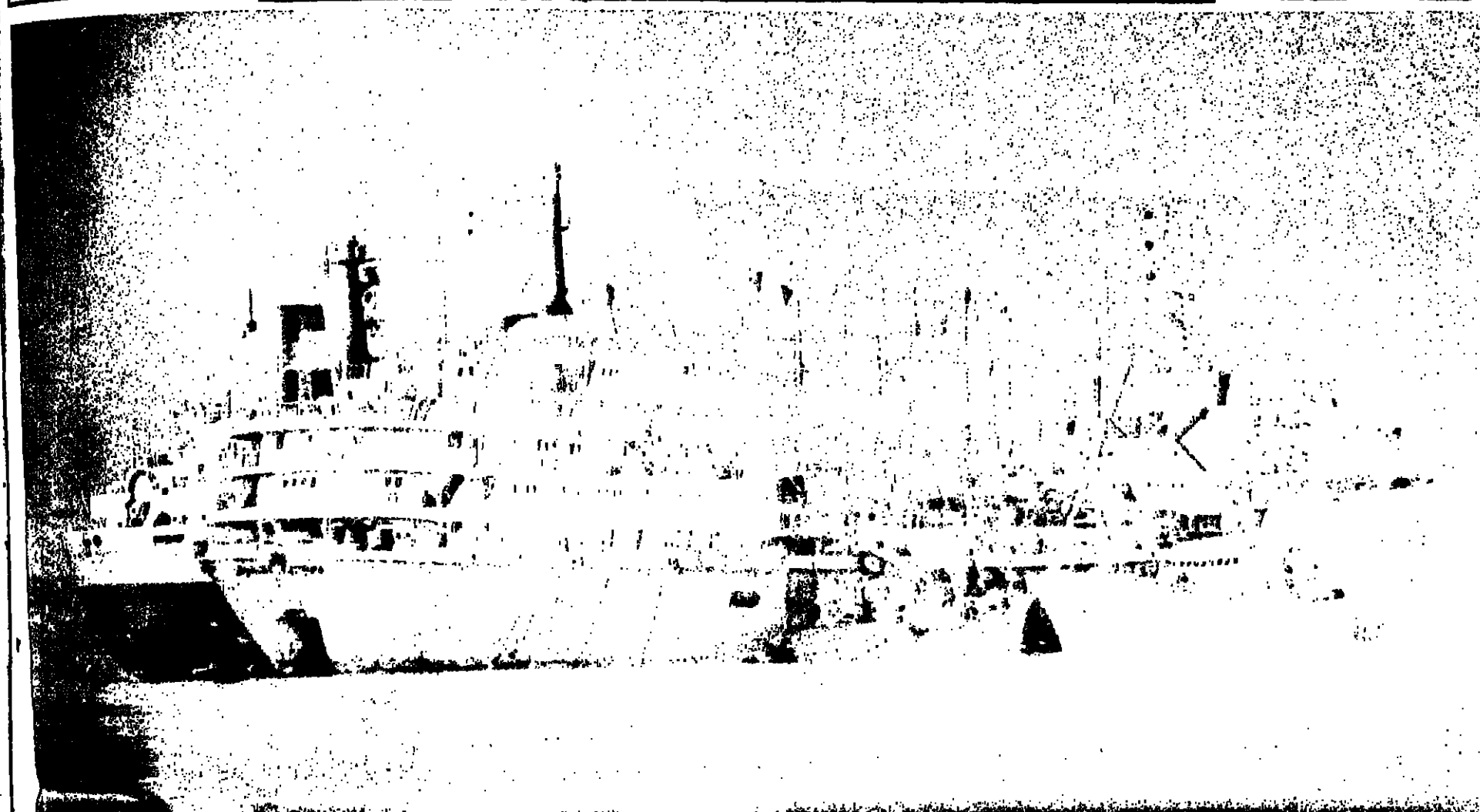
fishing news

December 23/30, 1977

No. 3359

Est. 1913

15p



Britain's largest purse seiner, *Sette Mari*, is dwarfed by the Russian factory ship *Rybak Latvil* as she tranships mackerel off Cornwall last week. Also moored alongside is the blue-hulled Scottish purse seiner *Sedulous*.

SWITCH OFF 'RED ALERT'

MAMMOTH East European factory ships are gulping up thousands of tons of Cornish mackerel - and keeping British fishermen in business.

British purse seiners and trawlers are supplying nine factory ships from Russia, East Germany and Bulgaria. Since they moved on to the grounds in late October, our 'take' from this massive export operation has hit around £400,000 and could exceed £1m. by the end of the season.

Mackerel totalling 2,300 tons was put aboard the East European ships in the four-week period ending December 17. While there has been some local criticism of the operation, Tom Boyd jnr., managing director of Boyd Line at Hull, put it in perspective when he told *Fishing News*: "If the Russians weren't here then our freezer ships would all be tied up."

Boston Group and Richard Irvin ships are working in conjunction with Boyd through Joint Trawlers Ltd. and Mr. Boyd said that so far his ships had earned £200,000 in under two months. "And it's cash on the nail," he added. This quick payment for the transhipped fish was also confirmed by Joe Lovie of Aberdeen's Clipper Seafoods Ltd., which has three Scottish purse seiners involved. He described the operation as 'delightful', saying that a good working relationship had been developed with the Russians through joint transhipping.

The payment aspect is a big issue for British fishermen when it is considered how

our mackerel exporters have been treated in the past by some West European partners. Even with the 34-ton per day a man mackerel quota in operation, the catch is still too big for shore facilities to handle. "Our only alternative to fishing for the East Europeans would be the meal plant," pointed out Skipper Jim Slater of the Scottish purse seiner *Sette Mari*.

Regular checks are being made by the Royal Navy to ensure that only licensed vessels are fishing mackerel and MAFF inspectors have stated that they are satisfied quotas are being adhered to. Transshipping to the Bulgarian fleet is being organised by the Salvus Bain Group. Up to 10 purse seiners are being used and several local trawlers are involved, too.

What the politicians say? page 2
The payment aspect is a big issue for British fishermen when it is considered how



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RUSSIANS: EXCLUSIVE REPORT AND PICTURES PAGES 14-17.

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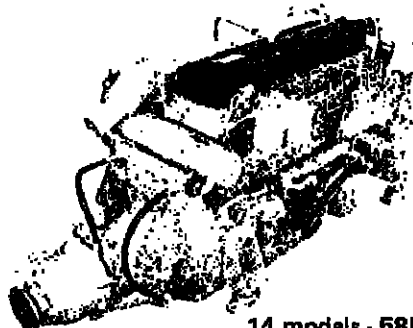
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BAN ON EEC BOATS LIFTED

TEMPORARY DEAL WITH NORWAY

DISTANT water trawler operators breathed a sigh of relief last week when Norway decided to waive the ban on all EEC vessels and agreed temporary fishing quotas for the first three months of next year.

Norway comes out of the agreement very well with a 'stand-still' on catches in EEC waters.

North of 62° EEC vessels will be allowed to take 12,000 tons of cod; 2,000 tons had-

dock; 3,750 tons saithe and 350 tons of Greenland halibut.

There is a 2,000-ton allowance for redfish west of 20° East.

The Norwegians have been allowed a 2,000-ton catch of Greenland shrimp and 1,500 tons of herring off the west coast of Scotland. The herring quota takes in an allowance against unfinished quotas in 1977.

Norway has also been given a quota for 35,000 tons of Norway pout and sandeels to be taken in three months.

While fishing can start off Norway from January 1, a fishing plan has to be submitted by the first week of the month. Licence applications have to be made by January 10.

While pleased that it would have some boats fishing, the British Fishing Federation voiced dismay over the short and temporary nature of the agreement. "Whatever we get out of the 12,000-ton EEC cod quota (and it should be 80 per cent), having to take it all in three months is not satisfactory," said a spokesman. "It doesn't allow us to plan to meet British market requirements".

Welcome

On Humber-side the news was particularly welcome coming so soon after the British industry was given back over 1,000 tonnes of fish in the Norwegian sector of the White Sea and Norway Coast.

It has enabled owners to make firm sailing plans for the first time in months.

The return of the 1,000 tonnes - fish Britain claim as still outstanding when Norway banned all EEC

vessels early in November - caused a flurry of activity.

At Grimsby BUT, the only company with distant water ships at sea off Bear Island, immediately diverted them to the Atlantic to pick up its allocation before the end of December deadline.

The company also put *Ross Kelly* back to sea and the freezer *Ross Vanguard*, although the latter was not definitely confirmed as heading for Norwegian waters.

Meanwhile, the Boston Group rapidly pulled out the laid-up *Boston Comanche* and she sailed on December 10. Consolidated Fisheries also managed to crew up *Barnsley*, from its ranks of laid-up distant water ships, and she sailed on December 14.

This was a creditable performance, considering the short notice Britain was given. There was virtually only two weeks of trawling time to secure the outstanding tonnage.

It is never an easy proposition getting trawlers to sea at short notice after they have been tied up for some weeks. Nor is it simple to crew vessels on the run up to Christmas.

'Venturer' boat sinks as sea beats pumps

SIX SCOTTISH fishermen were rescued shortly before their fishing boat sank in the North Sea off the Northumberland coast last week.

The skipper of the Fraserburgh-based *Ocean Venturer* radioed for help after his boat sprang a leak. *Ocean Traveller*, operating in the same area, raced to her aid while an air-sea rescue helicopter from Boulmer flew out pumps and hoses from Seahouses.

The pilot, Flight-Lt Dave Carey, said later: "We lowered the equipment and when the crew assured us

they were in no danger we returned to base".

Shortly after the crew realised their bid to save the boat was failing.

Four crewmen jumped on to the deck of *Ocean Traveller* and the other two were picked-up after taking to a dinghy.

All six were later reported to be unhurt and returning to Fraserburgh aboard *Ocean Traveller*.

A coastguard spokesman said: "The crew thought they would be able to pump the water out, but the sea beat them and they had to abandon the vessel minutes before she went down".

'RED' fleet an asset

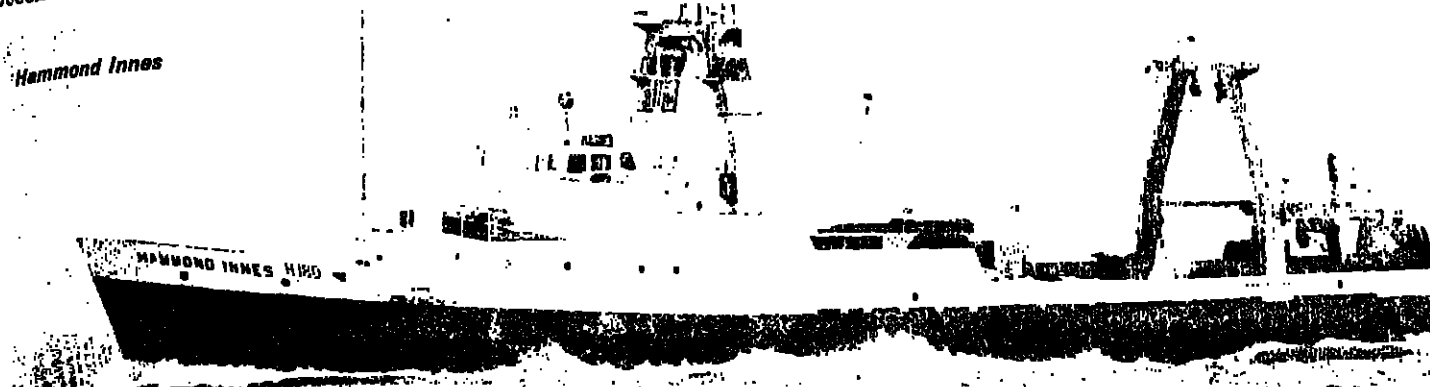
DESPITE the Danes protesting in the EEC about British vessels transshipping to East European factory trawlers, the British Government is firmly behind the operation.

"Mackerel transhipped represents exports - and that is a valuable outlet. If it is not transhipped, the mackerel might not find a human consumption outlet here," said Edward Bishop, Minister of State, MAF, in a Commons conservation debate last month.

Baroness David Mudd (Falmouth and Cambourne) had called for a tightening up on the monitoring of catches

and asked for a six-mile limit to protect local fishermen. He also felt that the 34-ton quota was too big for the market requirement.

There was nothing undercover about the operation even though it had taken the EEC by surprise, said Walter Clegg (North Fylde). Two ships from his port (Fleetwood) might be laid up if they were landing to a factory ship, he pointed out. "I should have thought that if there are sufficient mackerel supplies within the total allowable catch for this country, and the mackerel caught and sold to the Russians or other countries, this is advantageous," added Mr. Clegg.



Britain's top trawler sold to Canada 'It's bloody criminal'

BRITAIN'S most successful wet fish trawler has been sold to Canada. The 178ft. Hull stern trawler *Hammond Innes* - owned by Newington Trawlers - has set a pace of earnings over the past five years that may never again be equalled in this country by a vessel of her class.

She has been sold for an undisclosed sum to a firm based in Halifax, Nova Scotia, where she will be chartered to the Canadian government for fisheries research. Two Hull crewmen will accompany her for six months while she 'beds in'.

"To have to sell a ship like this is bloody criminal", Mike Burton, managing director of Newington Trawlers, told *Fishing News*. "The quota situation has forced us into this. There is just nowhere left to fish anymore," he added.

The ship is being converted by the Humber Graving Dock and Engineering Co. at Immingham after a career which saw her set four national earnings records - the highest being £89,875 for 2,821 kits at Hull.

The Beverley-built *Hammond Innes* came into commission on January 29, 1973. She won the Hull Distant Water Challenge Shield in 1974/75 and was runner up in 1976.

She missed a lot of fishing time in 1976 while in dry-dock for repairs, but still managed to become the second-highest earning wet fish trawler of the year. She also attained the best-over-daily average in the British deep-sea fleet.

Bill Brettell took the vessel out new and remained her regular skipper, except in 1975 when he moved to C. S. Forester and Skipper Dick Taylor took over.

Twice in 1973 she broke the national trip earnings record. She had a £38,108 grossing on her second landing and £50,450 for her final trip of the year.

C. S. Forester grossed a record £63,776 in January 1974, but *Hammond Innes* improved on this only days later with a £64,144 trip when John Cannon was relief skipper.

Hammond Innes broke her own national record on February 5, 1974, with earnings of £72,216. This remained unbeaten until September 1976.

In November 1976 the Icelandic trawler *Ogri* made £78,807 at Grimsby on the day after *Hammond Innes* sailed on her first trip after long repairs.

Bill Brettell completed a Spitzbergen trip and set a new record by making £89,875 for 2,821 kits at Hull.

This record lasted just 90 minutes. *Ogri* - back in Grimsby - hit £98,540 for 2,672 kits.

With Eddie Woodbridge as relief skipper, she put up another outstanding performance on January 4, 1977. After a 20-day trip she earned £89,733 for 2,626 kits.

Since then *Hammond Innes* has made seven trips and had to go to Holland for main engine repairs. Later, she went to Tyneside for a survey.

Her last landing at Hull was on December 7.

Net wash —big fine

THE SKIPPER of a 114ft. Spanish trawler caught inside British waters with her nets improperly stowed was fined £2,000 with £200 costs, by Plymouth magistrates on Monday.

Pedro Maria Lecue, claimed he was washing nets. Skipper of *Jerusalem* - he was fishing and the defence explanation is consistent with what was seen by Fisheries and Food, said the Mr. Collins.

Hilary Collins, prosecuting for the Ministry of Agriculture, Fisheries and Food, said the trawler had been spotted by a naval helicopter pulling in Northern Spain at Bilbao, where her nets about 80-miles west of Bishop Rock.

A fisheries protection vessel was loaded and she was landed an inspector on the vessel. Mr. Collins said the master admitted being saved miles and because of storms, was inside British waters, but unable to wash his nets.

JAMES BRUCE (19) son of the skipper and crewman of Peterhead's *Budding Rose*, died in a road crash last weekend.

His car was in collision with another on the Peterhead/ Fraserburgh road and his passenger, a girl aged 16, also died along with a teenage girl passenger in the other car.

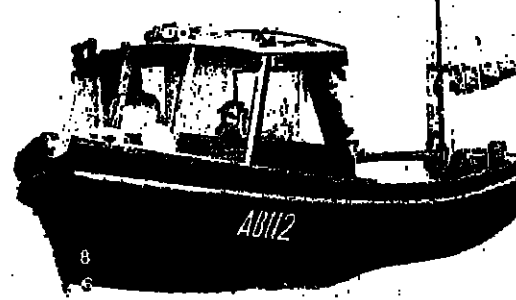
Firemen had to cut through wire fencing to get to the driver's seat after the car ploughed off the road.

Wrong owner

THE 100ft. multi-purpose stern trawler ordered for Aberdeen (*Fishing News*, December 9) is for George Wood (Aberdeen) Ltd. and not the Wood Group (Aberdeen) as stated.

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Xmas spirit boosts tragedy fund

CHRISTMAS spirit
shone out at Penzance,
Cornwall, this week
when cash flowed in
for the *Boston Sea
Ranger* appeal fund.

Skipper Ian Lacey, one of
three survivors from the stern
trawler which sank with the
loss of five lives off Lands
End earlier this month,
returned to Penzance on Sun-
day and saw an appeal fund
reach its target.

Within a week of being
launched the local campaign
had topped £2,000.

After an entertaining
England v Scotland soccer
match between fishermen,
there was an auction of gifts.

At Lowestoft, the fund
launched a fortnight ago by
Nick Brighouse, chairman of
the local district council, has
brought in about £700 for the
Lowestoft Fishermen's
Widows and Orphans Fund.

"The final figure could be
considerably higher", said
Peter Leighton, secretary of
both the Widows Fund and
Lowestoft Fishing Vessel
Owners' Association.

"A number of local firms,
clubs and pubs have a cam-
paign running to bring in
further cash so it could be two
or three months before we
know the final figure".

Soon after the tragedy
John Britten of the Dock Inn,
Penzance, launched an appeal.

"I have never known
anything like the co-
operation down here at any
fishing port in Britain", said
Skipper Lacey. The local peo-
ple and the fishermen from

around Britain were tremen-
dous.

Skipper Lacey scored the
winning goal in the match
which England won 5-4.
Later, at the auction, £200
was paid for the football
which is to be autographed by
the players and kept dis-
played at the Dock Inn.

He came to Penzance with
Sea Rangers third-hand
"Pedlar" Palmer, who gave
up his life jacket for another
member of the crew.

"The people down here are
just great — I just felt I would
like to be here", said Skipper
Lacey who is recovering from
the shock of the disaster.

On the rocks

THE Amblo-based boat *The Marwick* ran aground on
rocks at the north end of Coquet Island, off the
Northumberland coast, last week.



A lifeboat and rescue
helicopter were called out
and one of the four-man
crew was airlifted to
safety. The other three
crewmen stayed on board
the badly holed vessel
after the helicopter's
crew saw they were in no
danger.

The lifeboat remained
close by, but could not ap-
proach because of
shallow water. The *Mar-
wick* refloated at high tide.

Bear Isle trips make losses

HULL opened this week
with landings from two
distant water trawlers
and one North Sea trawler,
but their combined
catches amounted to only
1,489 kts.

Both trawlers were BUT
vessels back from Bear Isle
trips. *Ross Leonis* (Sk. D.
Pattinson) was out for 23
days to gross £20,789 for 234
kts, while *Kingston Beryl*
(Sk. B. O'bridge) earned
£18,708 for 821 kts after a
26-day trip. Both must have
lost money.

The other arrival, *Boston*
(Deep Sea Fisheries' North
Sea trawler *Sonderborg* (Sk. G.
Jansson), made £3,821 for
137 kts.

'COWBOYS SELLING DANGER'

SHELLFISH which cause
serious food poisoning is
being marketed in North
Northumberland and Fife
by 'cowboy' operations.
This was claimed when
Berwickshire District Coun-
cil's Director of Environmen-
tal Services, Neil Rhind,
issued a warning that
shellfish collected in the
Berwickmouth area, north of
Berwick, could be unfit for
consumption.

Despite a ban and warning
notices at Lower Burnmouth
and Partonhall, Mr. Rhind
said shellfish were still being
collected. Local wholetailers
had been asked to co-operate
by not accepting shellfish
from people they did not
know.

"We are still not getting the
complete ban that we want
on the collection of shellfish in
this area", said Mr. Rhind.

IRISH SLAM MINIMUM PRICE PLAN

EEC PROPOSALS for
withdrawal prices in
1978 have drawn an
angry reaction from
the Irish Fish
Producers' Organisa-
tion.

"The withdrawal prices for
1978 as fixed by the EEC
Commission are in no way
related to the needs of the
catching sector or to the costs
involved today in catching
fish", said a spokesman for
the IFPO.

He went on: "Based on a 24
year average of market prices
in selected EEC auction cen-
tres, the increase of 5 per cent
on average over 1977 levels
does not compensate at all for
the reduction in catches arising
from quota arrangements, nor
for the increases in capital
costs which within
that time have jumped by
no less than 50 per cent."

"It would seem that the
demands of producers,
through their organisations,

are not taken into account in
the price fixing discussions.
"This, in the opinion of the
IFPO, stresses again the
urgent necessity for the for-
mation of a strong European
federation of POs to counter
the obvious pressure from
other sectors for the
maintenance of low fish
prices."

"The necessity for the ex-

istence of a viable processing
and marketing sector — and
for the continued and if possi-
ble growing demand from the
consumer — cannot and must
not be achieved through
cheap imports from third
countries under an inefficient
reference price system, or at
the expense of a catching sec-
tor dying from financial
strangulation".

Skipper James Harper

FLEETWOOD skipper,
James Harper, has died
aged 73.

He moved from Lowestoft
to Fleetwood in the 1920s and
gained his skipper's ticket.

During the Second World
War he served as lieutenant-
commander in Naval patrol
vessels.

Much of his career was spent
in command under the flag of
the firm Merchants (Fleet-
wood) Ltd.

Don's second

THE SECOND of three 75 ft.
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'Thatcher is well briefed'—SFF

JET-SETTING representatives of the Scottish
Fishermen's Federation continued their heavy lobby-
ing programme last week by visiting the European
parliament in Strasbourg during the fisheries debate.
Before leaving London added that a quota system
Gilbert Buchan, David
Aitchinson and Gavin Cargill
had a meeting with Tory
leader, Mrs. Margaret
Thatcher, to outline their
fears about the present state
of the industry.

David Aitchinson com-
mented: "Mrs. Thatcher had
obviously been very well
briefed and displayed a good
working knowledge of our
problems."

"We were told of a meeting
she had with Mr. Gundelach
(EEC Fisheries Commis-
sioner) the previous week
which reaffirmed our fears on
the Commission's desire to
settle on a quota share basis
without dominant preference
or exclusive management
hands."

"Mrs. Thatcher assured us
that she would support John
Silkin (the fisheries minister)
whilst he remained on his
present course, but further
affirmed her acceptance of
the principle of coastal state
management control being
the best method of conser-
vation."

"Mrs. Thatcher made the
point that, of all issues we
were fighting in EEC, fishing
was the strongest cause. She

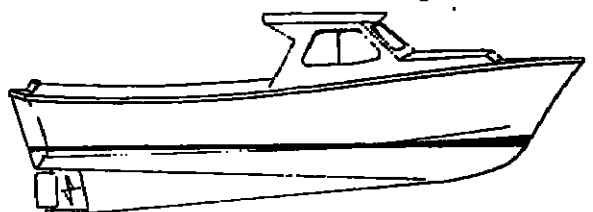
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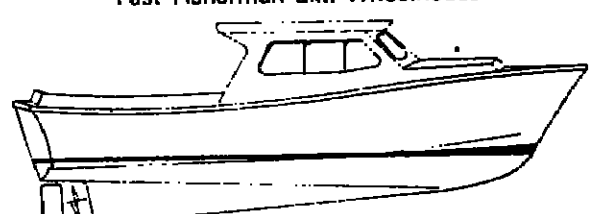
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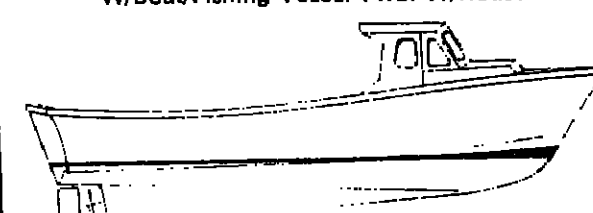
Fast Fisherman/Charter Angler



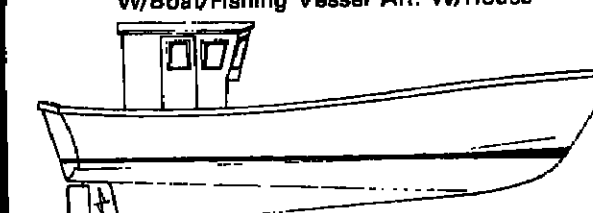
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W/Boat/Fishing Vessel Aft. W/House



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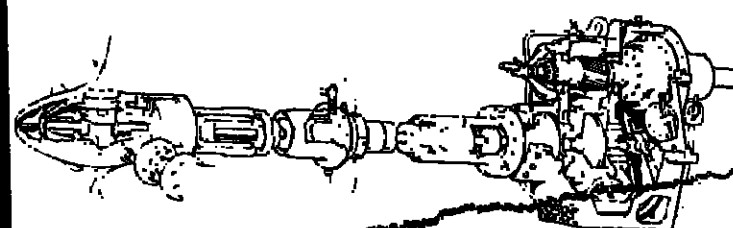
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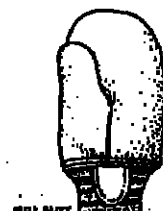
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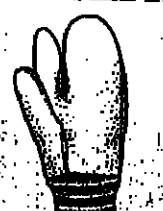
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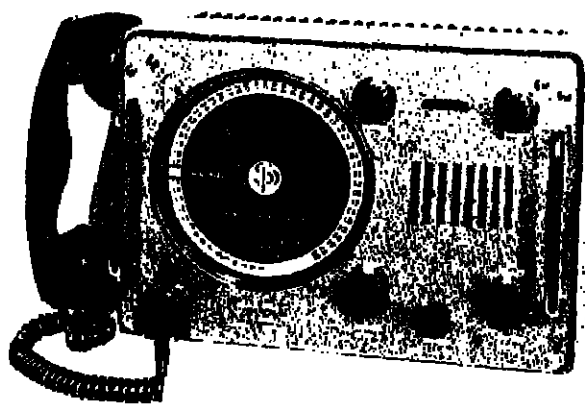


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ANY DECCA DEPOT

Lay-out to suit GRP hull

"WE WANT TO buy a 32 ft. glass fibre hull, have it delivered to the boatyard here and fit it out for potting with the proprietor's help."

"Please send any ideas about suitable lay-out for a boat of this size."

"The method used to complete a standard Cygnus 32 with wheelhouse aft would suit your hull."

Below decks a standard Cygnus 32 has a chain locker forward, followed by a large fish hold, engine space and space for stores aft.

Above the store space is a wheelhouse large enough to accommodate not only all your navigating and electronic equipment but also a seat/locker or cooking/heating stove.

A nissen mast is stepped immediately abaft the wheelhouse and a main mast a little forward of a hatch leading to the fishroom. The nissen is designed to take a small steady sail and the main mast to be fitted with a derrick.

Navigating and fishing lights can be mounted on the main mast and aerials between the two masts.

One desirable feature of a Cygnus 32 is that the hull has rising sheer forward, meaning bulwark height forward is 2 ft. 6 in. in a standard version.

Haulers, installed in the Cygnus 32 when completed and fitted out principally for potting, depend on owners' preferences. Nowadays, most opt for hydraulic haulers with controls and secondary steering wheel installed close by.

Some have hauling head, controls and steering wheel incorporated in a console

John Burgess' Log



Among them are J. N. Lowther & Co. (Whitby) Ltd., Spital Bridge, Whitby; C. A. Goodall, Boat Yard, Sandeend, Whitby; William Clarkson Ltd., Dock End, Whitby; Bridlington Boat-building Co., Bessingby Industrial Estate, Bridlington; and Lock Marine Services Ltd., Beckside North, Beverley, North Humberside. I am grateful to Mr. P. L. Arro of Stoneferry, Hull, for this information.

New books on gear...

AMONG recent publications of interest to owners and operators of fishing vessels has appeared a second edition of John Garner's *Modern Deep Sea Trawling Gear*.

Revised to include more recent developments since it was first published ten years ago, the book also contains more information about mid-water trawls.

It covers the empirical development of trawl gear, design and development of trawl nets, conventional trawl net assembly and rigging practices, and design and efficiency of otter boards.



Three-in-one console — it includes hauling head, controls and steering wheel.

such as the unit in J. Taylor's crabber *Margaret Anne Ashfield* (see photo).

Others have a derrick with an open-sided block, fitted to facilitate bringing pots inboard.

Several owners use their derrick for the same purpose, which you could do too, if you follow the Cygnus method of completion.

More coble builders

ON SEPTEMBER 30, I said that either J. and J. Harrison of Amble or Scarborough Marine Engineers of Sandale, Scarborough, do build 25-30 ft. wooden cobbles.

I know there are several more concerns on the Yorkshire coast, which specialise to some extent in these boats.

Also included is developing gear for stern trawlers, general notes on operational procedures and assemblies, popular medium class trawling gear, and appendices on such matters as gear used by Aberdeen trawlers and predictions on future developments.

It contains over 40 large and clear illustrations within the book's 84 pages.

The book should appeal especially to trawler operators in the North Atlantic and other deep-sea areas.

It is obtainable from Fishing News Books Ltd., 1 Long Garden Walk, Farnham, Surrey — price £8.25.

Those interested in gear in all sizes of fishing vessels will find Bridport-Gundry's new catalogue almost as enlightening as John Garner's book.

Although it does not list the deep-sea and mid-water trawls and seine nets made by the firm's associates companies in Scotland and Ireland, it contains details of those stocked for use in near-

and inshore waters, and many other nets.

Particulars of its Kambria, Wessex and beam trawls are included and also details of the gill, trammel, ray, drift, drag, lyke, beach seine, shrimp and prawn nets supplied by the company.

Also included are details of its sheet, pot and creel netting, longlines, ropes and twines, floats, fish baskets, and protective clothing.

Catalogues are obtainable, free, from Bridport-Gundry Ltd., Bridport, Dorset, or its branches in Lowestoft, Whitby, Aberdeen, or Killybegs.

Of general interest to most owners and operators of UK fishing vessels is a booklet compiled by R. W. Blacker assisted by the MAFF Fisheries Laboratory staff at Lowestoft and Burnham-on-Crouch. Called *Fishing Prospects 1977-1978* it is published by the MAFF Directorate of Fisheries Research, Lowestoft.

Its title is misleading since the present lack of an agreed EEC Common Fisheries Policy makes predictions impossible. Nevertheless it contains valuable information, including the levels of catch of various species during the last year or two, descriptions of the present state of stocks and recommendations of various working groups of scientists about levels of Total Allowable Catch for 1977 and 1978.

Those fishing for mackerel and who may also be frustrated by quota impositions might find Laboratory leaflet No. 38 on horse mackerel of interest. Also published by the Directorate of Fisheries Research, it was reviewed in *Fishing News* on November 25.

It is obtainable from the Ministry of Agriculture, Fisheries and Food (Publications), Tolcarne Drive, Pinner, Middlesex. There is also a complete list of Directorate of Fisheries Research publications currently available.

If you want to form a co-operative society or increase the activities of one, an account of the development of the Fishermen's Mutual Association at Pittenweem should interest you.

It is printed in the latest Newsletter (No. 13) published by the Scottish Federation of Fishermen's Co-operatives Ltd., based at 18 Claremont Crescent, Edinburgh.

Pittenweem fishermen formed a society many years ago to buy gear, chandlery, oil, etc. at bulk prices, and thus save money. It has flourished and has recently modernised its sales premises.

ANY QUESTIONS? IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them. If they are sent with a stamped addressed envelope for reply.

'Sounding' for paper?

"I RECENTLY bought a boat with a Ferrograph G 500 fitted in the wheelhouse."

"We have used up all our recorder paper and wonder where we can buy another roll."

■ Spare rolls of paper for Ferrograph G 500 as well as G 180 and G 240 sounders are available from Elliott Instruments Ltd., Station Industrial Estate, South Woodham Ferrers, Chelmsford, Essex.

Elliott Instruments supply spares and also service and overhaul sounders.

Protecting timbers

"I AM NOW stripping the insulating material out of the fishroom in my 51 ft. MFV. This includes supporting battens and wood lining, both of which are rotten."

"The oak frames and pine planks behind the insulation are in very good condition and I would like to treat them with some preservative to ensure that they remain so before replacing the insulation."

"Can you suggest a suitable composition to use?"

■ I should think that green or clear Cuprinol would be as effective as any composition for your purpose. But I should check with the manufacturer — Cuprinol Ltd., Alderwyl, Frome, Somerset — first. They may have a superior product.

BOAT CASH SCARE

FISHERMEN and boatbuilders are becoming alarmed following rumours that boat owners will have to find 75 per cent of the cost of a new boat.

Douglas Henderson, SNP MP for East Aberdeenshire, reported the rumours to a Commons committee considering orders extending the fishing boat subsidy schemes for a further year.

He pressed home his point in private conversation afterwards with Ted Bishop, Minister of State for Agriculture and Fisheries, and extracted a promise from

him to look into the rumours.

Mr. Henderson was astounded "and made suspicious" by the speed of ministerial reply. Within hours he had a letter from Mr. Bishop denying the rumours, but saying that the whole policy of boatbuilding assistance would have to be reassessed in the light of EEC policy.

The letter also showed a projected expenditure cut on fishing boat loans next year from £3,250,000 to £3,300,000.

Mr. Henderson said in committee that the indications he was getting were that the amount available as loans from the WFA and HIB was decreasing.

"There are rumours that there is a possibility that no loans at all may be available during the coming year, although the authorities will continue to give grants."

Mr. Henderson said the practice had been to give grants of 25 per cent and loans of 50 per cent, the maximum in each case, leaving the new owner to find one-quarter of the cost. He wanted to know whether funds would be adequate to continue that policy, especially as a constituent had received a letter from the WFA declining to help.

Fishing in the park...

IT COULD only happen in Ireland. This retired fisherman at the port of Skerries, near Dublin, finds the local park an ideal place to lay-out and repair nets. No sign of petty councillors brandishing copies of local bye-laws...but, then, Ireland is beginning to wake-up to the fact that fishermen are an important part of the community.



NAVY STOPS EXPLOSION

SIX CREW members abandoned their fishing boat when fire broke out in a cabin and threatened to spread to gas bottles and fuel tanks.

Navy fire-fighters worked for over two hours to save the Fraserburgh-based *Ran-don Harrier*, 15 miles off Amble, on the

Northumberland coast. The men leapt aboard the seine netter *Shepherd Lad*, also based at Fraserburgh, working alongside.

HMS *Shetland*, an oil rig protection vessel, spotted the blaze two miles away from Fraserburgh, who added that the sailors kept off," said Lt-Commander Paddy McKnight.

The letter said that, although the authority had been hoping for some time to formulate a policy for new building, that had not been possible because EEC policy had not been finalised.

"We are continuing to approve applications for new white fish vessels, but our policy is an interim one of containment of the fleet — whatever that may mean", commented Mr. Henderson.

Mr. Bishop replied that the prospects for the industry depended not only on the grants, but on other factors. It would not be helpful to encourage the industry to restructure now.

Expenditure will be at the same level in 1978-79 as it is in 1977-78.

The following day, after receiving his reply from Mr. Bishop, he told *Fishing News's* parliamentary correspondent that he had since received news from a constituent that he had been offered a grant to replace his fishing boat, but no loan.

Shetland's quota plea

SHETLAND herring men want a localised fisher of 3,500 tonnes next summer and they are to fight for a special quota to keep Shetland processors working.

They also want to have a meeting with fisheries minister John Silkin.

A delegation including representatives of the Shetland Isles Council, fishermen and processors has already met Hugh Brown, Scottish Under-Secretary responsible for fisheries, at Aberdeen.

He could give them "no specific joy" and he made it clear that they were prepared to "take their case to Timbuktu".

He was able to assure them their points would be kept very much in mind at the next round of EEC talks in Brussels on January 16.

A Shetland representative said that they are fighting for the quota as they are talking about the survival of their herring industry. He added that one company had already disposed of some herring processing plant.

It has been suggested that a Shetland fishing sector should be on three sides by the EEC limits at the 50-mile line and, on the fourth side, by a negotiated line to the south of Fair Isle.

Skipper David Tait of *Shepherd Lad* said the Navy did all they could to save the boat. "The whole lot could have gone up. I still don't know how she didn't explode," said Skipper Tait, who added that the sailors kept the bottled gas cool with their hoses.

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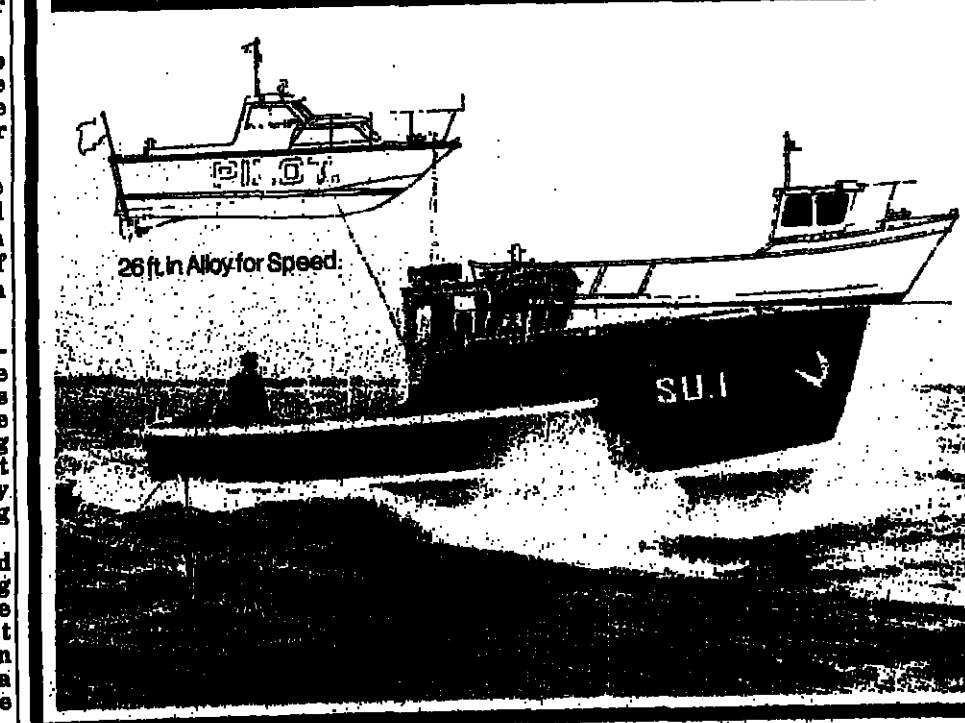
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MARKETS GET THAT WINNING FEELING

Fleetwood on the floor

FLEETWOOD hit rock bottom last week with a total of only eight vessels landing.

To add to the port's problems many of these ships had only small catches because of bad weather and indifferent fishing on the middle-water grounds.

The stern trawler *Gavina* came out top when she landed 338 kits, including 50 of cod, 20 of plaice, 220 of haddocks, 50 of whittings, 20 of coley, 25 of roker and 40 of dogs, for a grossing of £16,021.

The side trawler *Wyre Conqueror* had one of the most successful trips of the week. Commanded by Skipper Bill Spearpoint, she returned after only 14 days with 652 kits which sold for £14,007.

The vessel's smaller sister-ship — *Wyre Revenge* — also did well with 496 kits. Her 30 of cod, 225 of haddocks, 30 of whittings, 35 of coley, 16 of roker and 115 of dogs, sold for £12,056.

Pair trip

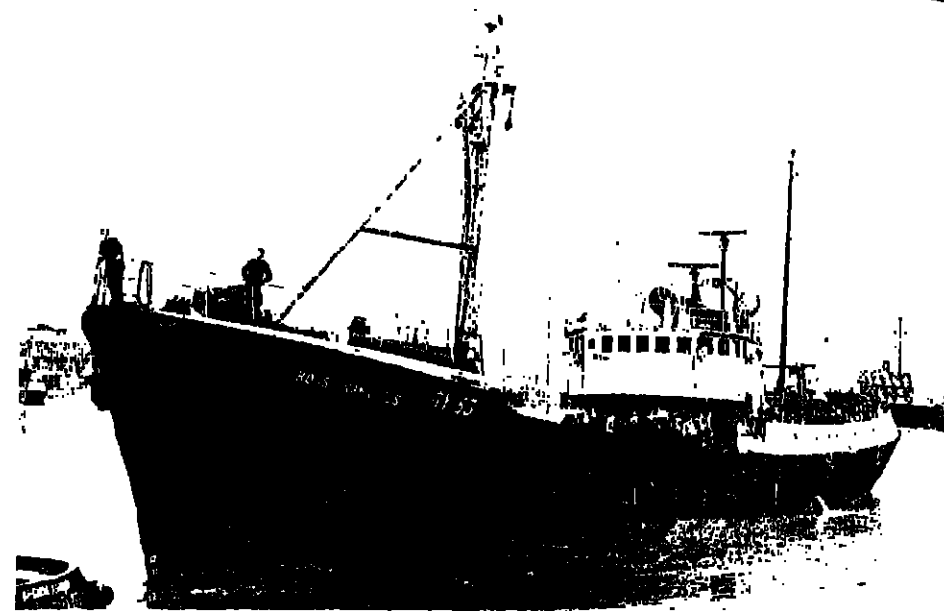
The port's near water trawler *Andrew Wilson* (Sk. Richard Farrer) overcame bad weather to return with 384 kits (35 of cod, 60 of haddocks, 30 of whittings, 25 of coley, 20 of roker and 120 of dogs).

A difficult period for the port's pairs continued when the J. Marr and Son stern trawlers *Norina* and *Idena*

returned from a voyage hit by bad weather. *Norina* (Sk. Bill Reader) landed 387 kits for a grossing of £13,044, while *Idena* (Sk. Gordon Wignall) made £10,562 from 301 kits.

The vessels, although not landing big quantities, were the main suppliers of cod during the week.

BUT's *Ross Ramillies* brought home the last exclusively Bear Island trip of 1977.



ANOTHER LOW AT GRIMSBY

DISTANT water landings also hit a new low at Grimsby last week when only BUT's *Ross Ramillies* (Sk. Ray Pepper) upheld the interests of the local fleet.

It was an inauspicious trip for the one-time steamer bringing home the last exclusively Bear Island trip of 1977.

After a long 26-day voyage in Arctic winter conditions, *Ross Ramillies* turned out only 717 kits (over 650 of cod) to gross a mere £23,971 — an amount which landed her well and truly in debt for the trip.

Some of these losses were more than recouped by BUT which had another outstanding week on the near and middle water trips.

Skipper Ronnie Reeves in the 130-footer *Ross Zebra* really hit the jackpot at the beginning of the week with £30,718 from a staggering 1,281 kits after a 17-day Western trip.

With large haddocks fetching up to £44 per 10-stone kit, *Ross Zebra* made the most of a huge 830-kit haul in her overall turnout.

It was the first time at the Humber port that a middle water trip topped the weekly earnings, although the competition has never been weaker from the distant water fleet.

There were also some fine performances by other BUT middle water ships and *Denis Speck* in *Ross Jaguar* bagged BUT's best North Sea trip with £19,994 from 623 kits.

H. L. Taylor's wretched recent luck picked-up and the firm had a much improved week. Top earner was *Ogano* (Sk. Bob Penketh) with £16,744 from 574 kits, mainly cod and haddocks, while *Sando* (Sk. Bill Hodson) picked up £15,193 from 565 kits (including 143 of coley) from a beautifully mixed trip.

There was a change of luck, too, for *Boston Phantom* (Sk. Derek Brown). After numerous setbacks she really came good. Following a 15-day North Sea trip she grossed the week's best in the section with £22,024 from a catch including over 400 kits of quality haddocks.

Of the foreigners landing at Grimsby, pride of place went to the nearly new *Paros* *Sudthorpe*, brought into the report by agents Danbrit (Fish Salesmen) Ltd.

Skipper Mortar

Sailing orders

AN ORDER to exclude boats from the German Democratic Republic and Poland from fishing inside British limits has been approved before Parliament.

The order is under the Fishery Limits Act 1976 and will effect recent decisions made by the EEC Council of Ministers.

Amendments to the order requiring fishing vessels registered in certain foreign countries to have a licence to fish in UK waters have also been made.

Engine firms second order

SKIPPER Erik Nielsen of the seiner *Well Bank* has ordered a Scania DS1-11 to re-engine his vessel.

His decision follows the successful installation of the same model in the Grimsby seiner *Copelach*.

This is a certainty to really open the door for Scania, the Swedish-owned company, at Grimsby.

The breakthrough with *Copelach* and *Well Bank* is creating interest among owners considering re-engining.

O. & N. Engineering Ltd. has secured the main contract for *Well Bank*.

fish handling PROCESSING AND MARKETING

SMALL FISH FIRMS IN TROUBLE

SMALL WHITE fish processing factories are reeling from the effects of government conservation measures. Cut-backs in supplies are leading to a big unemployment problem — especially in the north-east of Scotland — and a call has been made for the government to provide temporary financial aid. Speaking in a conservation debate in the House of Commons last month Alick Buchanan-Smith (Con. Angus, North and Mearns) said that, with aid being given to big herring processors, the government should now be considering the plight of white fish factories.

While there are temporary employment subsidies for firms making ten or more people redundant, Mr. Buchanan-Smith pointed out that there were many small firms affected by the conservation measures which employed fewer than ten people.

"They will not, therefore, qualify for the wide range of temporary assistance", he said. Mr. Buchanan-Smith emphasised the word "temporary" because he hoped that, as a result of the conservation measures, there would eventually be an increase in fish supplies.

Piecemeal

Government aid for herring processors had come about as a result of an approach by the Herring Buyers' Association.

"It is wrong for this piecemeal situation to happen to have the industry collapse about us piecemeal if something is not done about it", said Douglas Henderson (Scot. Nat. Aberdeenshire East).

"However, I believe that there is an onus, too, on the Herring Buyers' Association and on the other associations within the industry to put specific proposals to government. I do not think they should be sitting back and saying 'Why cannot the government help us, why cannot they do something?'"

On the two basic issues of allocation and supply of fish and prices, Mr. Henderson said he hoped that some kind

Cold store's opening day

AN OPENING ceremony to mark Salvesen's first overseas cold store at Boulogne, France — will be held on January 19.

The day's events will begin with a reception at the Boulogne Casino. From there guests will be driven to the site for the official ceremony — the store has been operating for the last few weeks.

Jean Wahl, chief civil servant to the Minister for Food Industries in France, will open the store to the strains of the British Caledonian Pipe Band.

Mr. Wahl, chief civil servant to the Minister for Food Industries in France, will open the store to the strains of the British Caledonian Pipe Band.

Mr. Wahl, chief civil servant to the Minister for Food Industries in France, will open the store to the strains of the British Caledonian Pipe Band.

Fastest crab picker in the west...

PAMELA MITCHELL of Plymouth (right) could be going into the Guinness Book of Records as the fastest crab picker in the west.

Tamar Fish Processors, where she works, claims that she is the fastest crab picker in the country. Her record — claws off, remove ends of legs, remove the legs, break crab in half and dismantle the body — all in 13 seconds.

This way she can handle as much as 1,500 lb. of crabs a day.

Tamar Fish Processors Ltd. is supplying crabs to seven countries as well as many top London hotels and restaurants. See page 18.



We can't keep up with road — railmen

BRITISH RAIL (Scotland) wants a commitment from the fishing industry so that it can put on refrigerated wagons to carry fish south from Scotland.

Roy Harris, chief freight manager of the Scottish Region of British Rail, said this in evidence to the committee of MPs inquiring into the industry.

He added that BR, as a business, should be able to demonstrate that it was an ongoing economic proposition.

British Rail witnesses were closely questioned about the possibility of getting freight off narrow Scottish highland roads from Mallaig on to the railway.

Leslie Shone, general manager of Scottish Region BR, said that he knew of no request from Mallaig fish merchants for refrigerated fish wagons to be provided and Mr. Harris agreed.

It all came back to the question of a commercial proposition, said Mr. Shone. They could not at present match the Dutch lorries which load and drive through the night to reach the Netherlands within 48 hours.

He agreed with Robin Maxwell-Hyslop (Con. Tiverton) that wagons could be taken from Mallaig to Port William and on to the Channel ports, but the transit time would be slower than lorries.

BR would need a regular flow of traffic to justify a special train.

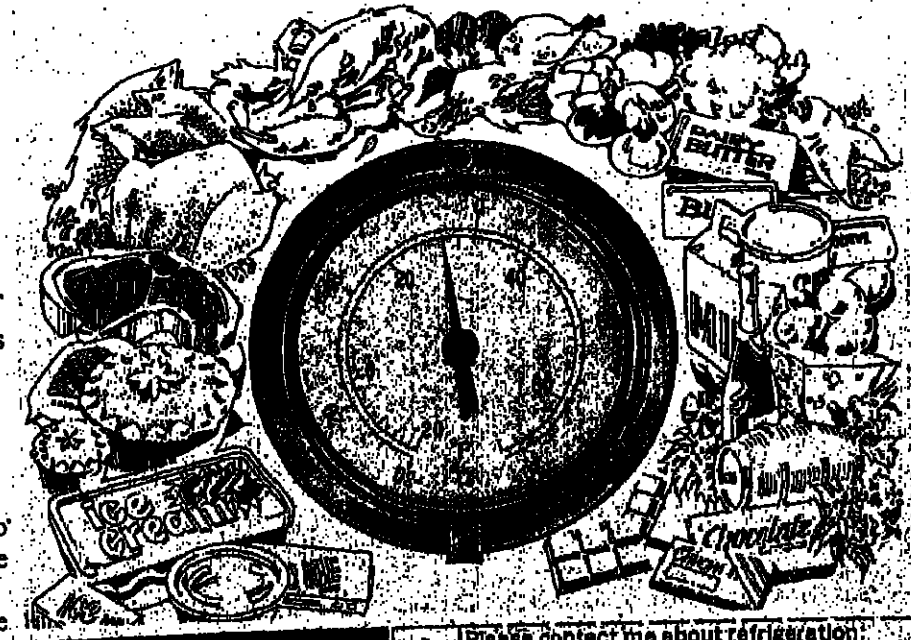
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FISH HANDLING, processing and marketing

Fishermen take a share in new block factory

A £250,000 fish processing factory just opened at Symbister, on the Shetland island of Whalsay, has more than 20 fishermen as shareholders.

"There is a better understanding between factory and fishermen as they are keen to support their own venture," said John Tait, the founder of Whalsay Fish Processors Ltd.

The factory, the biggest single employer on the island, solves most of Whalsay's unemployment problem. At present 60 people are employed, many of them being the wives and relatives of the shareholding fishermen.

The idea of a processing plant on the island was put into action six years ago by Mr. Tait, a former school teacher. During that time the factory was "the old fish house" at Symbister—a curing shed. Fish was filleted there and then taken by lorry to an old school at nearby Brough which had been converted to handle packing and freezing.

It was realised that, for maximum efficiency, a new plant was needed and a building firm was called in. Building work began at the

beginning of this year and the factory opened in October. The building is 48 metres long, 20 metres wide and has a 160-ton cold store. Maximum fish cutting capacity is 400 six-stone boxes per day.

Machines

The plant employs 20 filleters and is equipped with a Mobo grading machine, five Baader 48 skimmers, one Trio skinner, Baader 181 filleter and 694 bone separator, plus three Jackstone-Froster freezers.

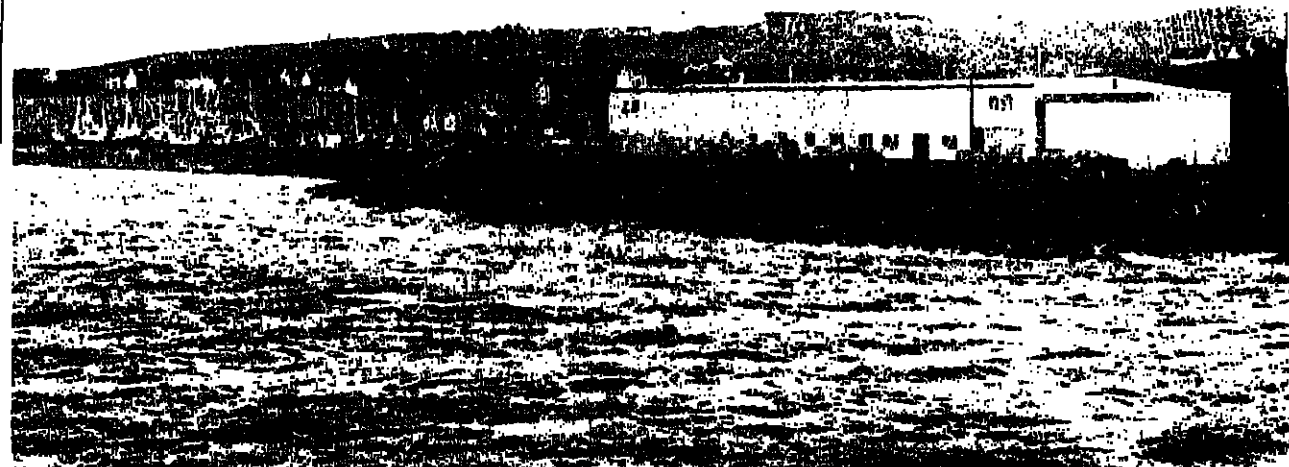
The factory produces laminated blocks of haddock, whiting and cod for processing, also individual packs for sale direct to the housewife.

Most of the fish landed at Whalsay is now being processed at the new plant even though it would sometimes be more profitable to ship fish south unprocessed for resale.

Fish is sent to the United States and the rest to the UK. Mr. Tait hopes production will be stepped-up if a regional limit is agreed for Shetland with the EEC.

Below: the new Whalsay fish processing factory seen from the sea. It has been built next to Whalsay harbour.

Right: most of the white fish landed at Whalsay is now processed in John Tait's plant. Over 20 fishermen have shares.



FISH HANDLING

share in new block factory



Sprat minimum 'too high'

SPRATS are being sold in Southern Ireland at about £8 a cran but UK fishermen are demanding £12 and over. This difference in prices is claimed to be stopping buyers trading.

Mr. O.W.S. Dyson, secretary of the Herring Buyers' Association, claimed that POs were asking too high a minimum price for sprats. The POs are insisting on a minimum price that was not a minimum price at all.

"If you put the minimum too high then buyers will lose interest and go elsewhere. I have already heard of people going across to Ireland for example," said Mr. Dyson.

The situation was that fish meal factories were full-up, yet there were buyers willing to take sprats for export and canneries who are not willing to start at a minimum of £12.

Mr. Dyson said that he couldn't see why the minimum for human consumption should be so much higher than last year's figure of £10.

He was sure that buyers would be happy with an £11 minimum — but £12 was out of their reach.

The traditional Moray Firth fishery is producing a mixed catch and buyers could not take a chance on £12 a cran if a fair percentage was going to go for fish meal.

The matter had been taken up with the Scottish Fishermen's Organisation and Mr. Dyson had been told the SFO would talk it over with its port committees.

Donald Loudon, chief executive of the Anglo-Scottish Fish Producers' Organisation, defended the decision to fix a minimum human consumption price of £12.86 a cran.

Landings for human consumption require a lot more handling than for meal supplies, so there had to be an economic return for fishermen.

The Anglo-Scottish

minimum for human consumption was £10.50 last year and, it is understood, the SFO was operating a minimum human consumption price of £12 but were going to review it.

The Anglo-Scottish PO has had to restrict its sprat quota because of problems at fish meal factories.

The Hull plant was taking only a limited quantity. North Shields was not working and the new £4m. reduction plant at Aberdeen (Fish Handling, page 12) is not yet fully operational.

In trouble

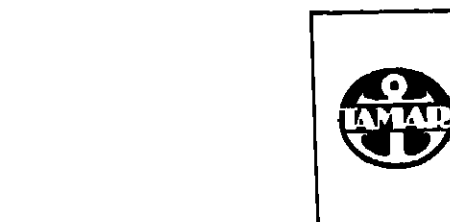
from page nine

processors use machinery: machinery is used also by white fish processors and by small firms.

"It has to be remembered that many of the large firms obtained investment grants when they installed their machines because the greater part of their operations were regarded as processing."

"The same grants were denied to smaller firms because processing was a minority part of their business. So the small firm could have started with a disadvantage anyway."

Representations have been made to government and this has been raised in the House of Commons. Both a question time and in debate. What is needed is for any scheme for temporary help to extend to white fish as well as herring and the large firm as well as the small. Equally, it is concluded that the regional authorities should be consulted.



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GIFFARD: The outer here is of waterproofed 4oz nylon and comes in navy-blue or olive-green at £15.50. TROUSERS: To match the jackets can be made to order, with or without lining. Both of the above jackets are available with a heavier lining for extra warmth. "Velcro" sealed pouch pockets for more room, and are marketed as the CROYDE at £19.70, and the LYNTON at £18.10. Prices are inclusive of postage, packing and VAT. Please state chest measurement when ordering.



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Petition against Whitby merchant

A PETITION has been raised in Whitby objecting to a proposed wholesale fish business in Silver Street.

Permission for the use of a warehouse at No. 28 as premises for a wholesale fish business — including fish filleting — was granted to Mr. D. Crooks at a recent meeting of the Borough Development Control Committee.

The petitioners say a traffic hazard will be created and there will be the smell of fish blowing over them and into their homes when windows are open.

There will be an attraction of vermin and blow flies and a serious problem in the drainage system say the petitioners.

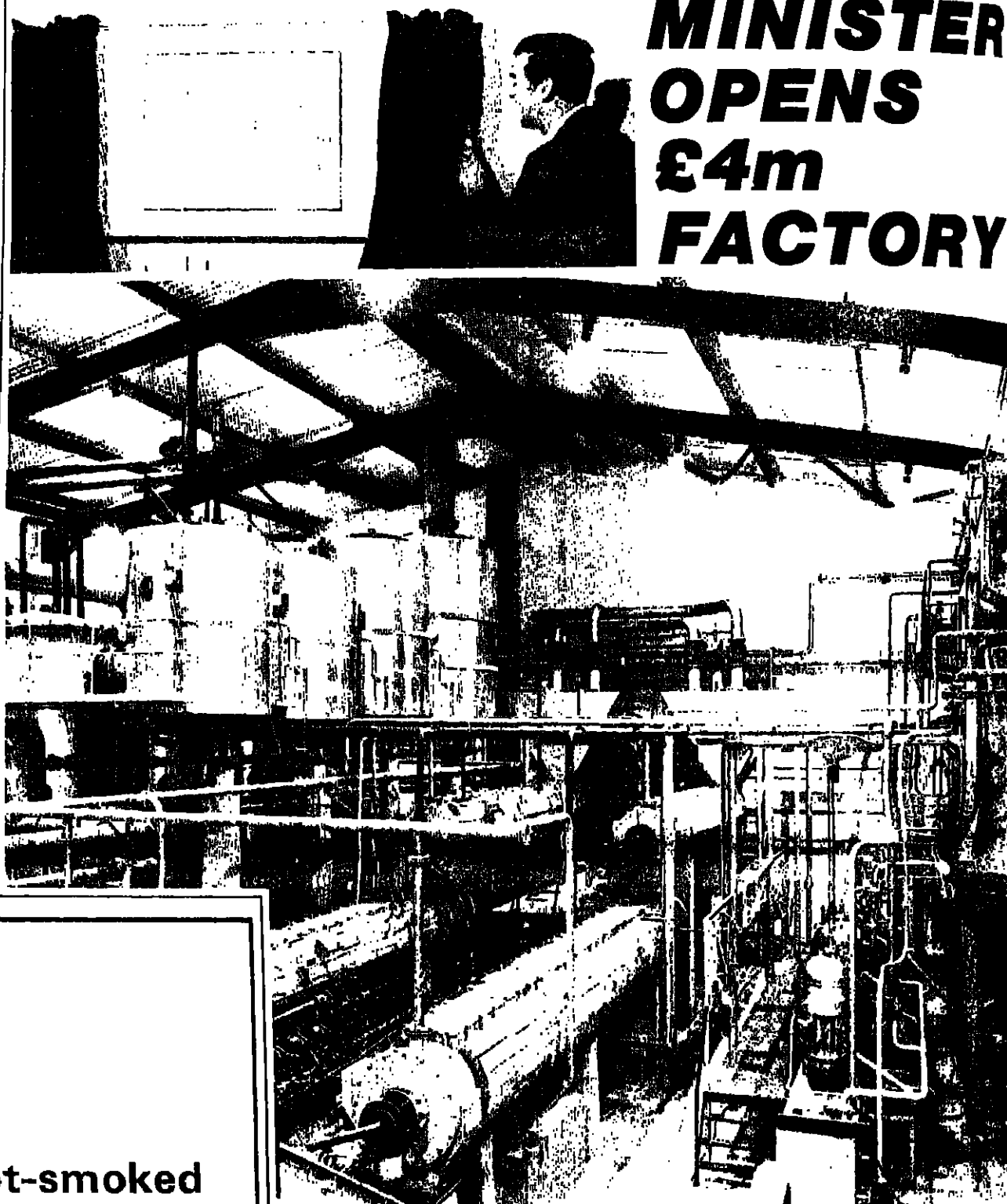
have taken up their case with Leon Brittan, Con. MP for Cleveland, and Whitby Borough and Town councillors.

The petition has about 80 signatures and the objectors

FISH HANDLING, processing and marketing

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MINISTER OPENS £4m FACTORY



Top: Hugh Brown, Under Secretary of State at the Scottish Office, unveils a plaque to officially open the factory. Above: the plant which can produce 200 tonnes of fish meal a day.

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Inquiry MPs visit Shetlands

THREE MPs on the House of Commons sub-committee inquiring into the fishing industry visited Shetland fish processing factories at Wharfedale, Scalloway and Buvay Isle this month.

Shetland Islands Council has been pressing for some time for members of the committee to visit Shetland, but they had been unable to do so because of pressure of work.

At the end of their visit Mr. W. E. Garrett, Labour member for Wallsend, said:

"We have gained a tremendous amount of valuable knowledge during our all-too-brief visit to Shetland."

The sub-committee heard evidence from fish processors and from former skipper, George Hunter, now manager of Shetland Fishermen's Association. They also interviewed islands councillors and Jack Burgess, the council's director of research and development.

The MPs were told by Mr. Hunter that fish is the only raw product Shetland has and Shetland waters are probably the most prolific in the North Sea.

He did not think international agreement would ever be reached as the wrangling and struggle in Brussels was only procrastination, he said.

"Time is not on our side," he told the MPs. "Unless a conservation policy is observed he thought the fight was lost. Shetland fishermen wanted a regional policy of a 50-mile limit, where they would have a say in their destiny."

Shetland Islands Council has asked fisheries minister John Silkin, for an early meeting to discuss these matters - particularly the view to having a regional limit for Shetland.

Lobster 'dumping'—advice on action

IF BRITISH fishermen think Canadian live lobsters are being dumped at prices which are causing them injury they should get in touch with Department of Trade officials, suggested Michael Meacher, Under Secretary for Trade, in the Commons earlier this month.

They could provide advice on presenting a case for anti-dumping action to be taken, he said.

FISH HANDLING, processing and marketing

modern fish meal plant

"FISH MEAL can make a contribution to the economy and is an important source of protein for agriculture," said Hugh Brown MP, Under Secretary of State at the Scottish Office, when he opened Europe's most modern fish meal plant in Aberdeen early this month.

Built at a cost of almost £4 million, the plant can handle 1,000 tonnes of fish a day and is owned by the Caledonian Fish Meal Co. (Aberdeen) Ltd., part of RHM Agriculture.

It has a production capacity of some 200 tonnes of meal a day and replaces two existing plants at Aberdeen.

RHM Agriculture's production director, Mr. N. J. Foll, said: "The factory has been designed to conform not only to the regulations laid down in the Public Health (Scotland) Act, and local bye laws, but also to take into account the proposed Protein Processing Order."

"In design and layout it is, therefore, several years ahead of present day standards."

A special vapour treatment system is incorporated into the plant following a programme of research into odour suppression by the firm in co-operation with the Torry Research Station, the government's Warren Springs Laboratory and Robey boiler-makers of Lincoln.

George B. Coutts, managing director of Caledonian, said: "About £800,000 of the cost of the factory is directly related to odour abatement and effluent treatment."

The process from the reception of raw materials to the packing and storing of the finished product is subjected to odour control and is entirely enclosed.

Raw material is taken to the plant in sealed trucks for discharge into hoppers in an enclosed reception bay.

Air from the reception bay is vented to the atmosphere through an activated carbon bed, so that smells from the raw materials do not escape.

The raw materials are then pumped along pipes into storage silos, from where they are then pumped on to the processing lines.

All air from the storage silos, and the vapours from the processing machines, are extracted to the vapour treatment system in which they are scrubbed by seawater pumped from the dock to the factory and returned to the sea.

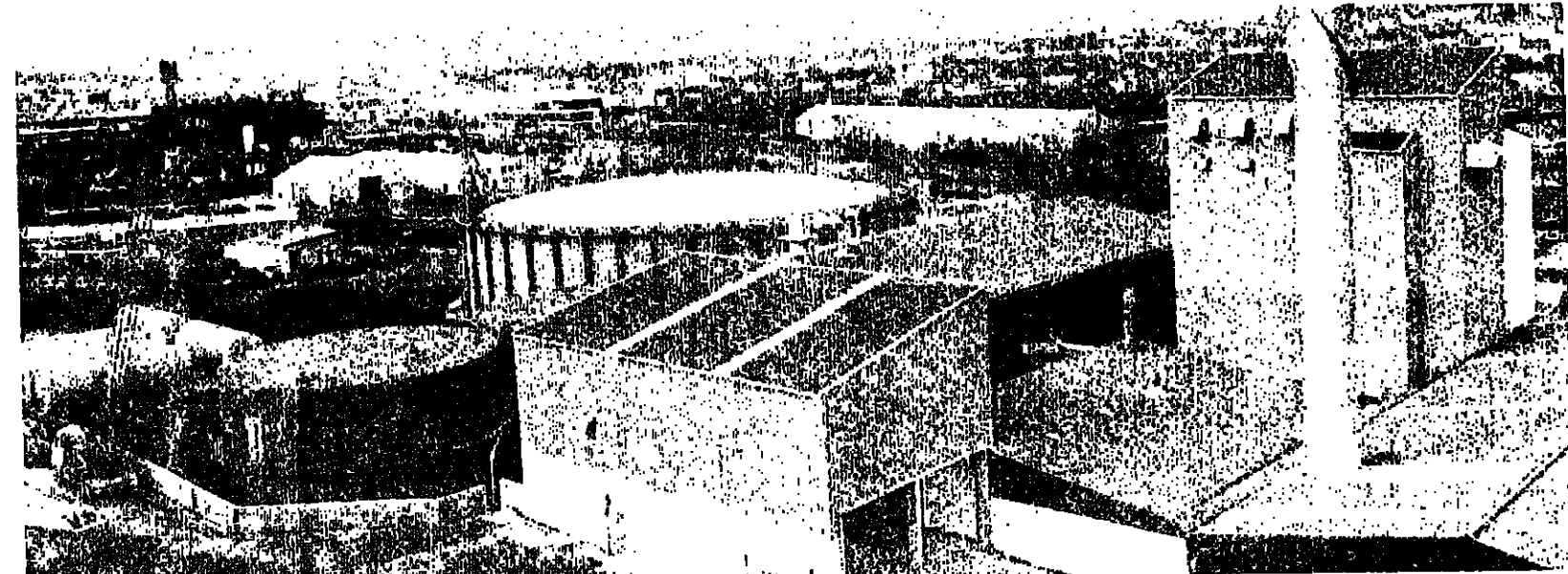
After scrubbing, the vapours are incinerated in the combustion chambers of the Robey boilers. The vapours can be treated by a chemical scrubber if boiler demand is low.

Air from the meal packing area and storage warehouse also passes through carbon filters reaching the atmosphere.

Noise repression is designed into the machinery and buildings, while dust is also kept to a minimum in the dry processing and packing areas.

Hygiene is of paramount importance and there is a laboratory for quality control of both the raw materials and finished product.

Plant in the wet fish processing area, including



This £4 million Caledonian Fish Meal Co. meal plant at Aberdeen replaces two factories at the port.

raw materials handling, is from Stord Bartz Industri A/S of Bergen, Norway.

Three storage silos have a total capacity of 1,800 tonnes and machinery in the wet process area is hydraulically driven to give more resilience in the event of jamming.

Seawater for the vapour scrubbing process, and for cooling the evaporators, is drawn the 11 miles from Aberdeen harbour at the rate of four million gallons a day.

The three Robey steam generating boilers can produce 30,000 lb of steam per hour, 90 per cent of which is returned and reheated.

At present the plant utilises white fish offal from processing firms in the Aberdeen area, also industrial species such as sprats being landed in big quantities locally.

Unloading facilities are being set up at Aberdeen harbour where boats can be discharged at the rate of 100 tons an hour.

Managing director, George Coutts, said that there is great potential in blue whiting and horse mackerel as a future source of raw material. He believes that fish meal can help to satisfy the great demand for protein in the world.

The plant employs two markets white fish meal, fish meal and fish oil throughout the UK; substantial quantities of specialist products go to Norway, Finland and Taiwan.

Further research and development work aimed at upgrading the potential of these specialised products is an important part of company policy, with the possibility that products could be suitable for human consumption.

Fish meal has been produced in the firm's old site at Palmerston Road, Aberdeen, since 1904 and the Caledonian Fish Meal Co. (Aberdeen) Ltd. was formed in 1982 (previously the fish meal operation was part of the Caledonian Milling Co. Ltd.).

Caledonian then took over the Mutual Fish Products Co. Ltd. in 1984 and was acquired by Cerebos Ltd. one year later. Cerebos became part of RHM (Rank Hovis McDougall) in 1988.

Hugh Brown said in his opening speech that he is confident that the firm has taken every possible precaution against pollution.

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FISH HANDLING, processing and marketing

Fish handling 'Soviet-style' off Cornwall

WORDS **harry barrett**
PICTURES **herbie knott**



Far left: salting and bringing mackerel aboard the Russian factory mothership *Rybak Latvil*. Left: a quiet smoke for two crew on the Scottish purse seiner *Sette Mari* as they watch their 35-ton shot of mackerel being transhipped at sea off Falmouth.

Below: Tomasz Cichowski, link man for Joint Trawlers Ltd., tells his way in to *Rybak Latvil*. A former fisherman, he has worked with Russian motherships all over the world and is proving a big asset to British fishermen.

Below far left: *Rybak Latvil*'s captain, Kostyza Nikolay, is from the Ukraine. Below left: overseeing the operation, Terry Nichols from the Sea Fisheries Inspectorate in London, with Russian political adviser Piotr Filipovitch.

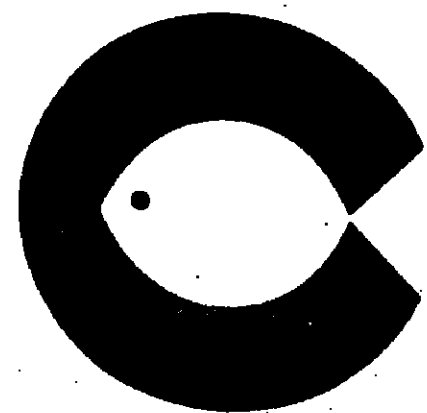


Right: *Sette Mari*'s crew brailing mackerel. After being lifted from the hold in the catcher's brailing net, mackerel is transferred into wire cages ready for the big lift to the factory ship. Below: packing frozen mackerel aboard the Russian ship. Bottom: some of the few pieces of western manufactured processing equipment are Baader 181 filleting machines.

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BOTH *Rybak Latvil* and *Antarktika* are B69-class factory motherships. Between 1967 and 1976 Polish yards built 35 of these vessels — mainly for Russia. *Rybak Latvil*, completed in 1976, was one of the last of this class to be built, while *Antarktika* was delivered in 1973.

Despite their 13,758 gross tonnage (10,120 dwt) these vessels are no slouches when it's time to get moving. They can manage around 15.5 knots from a Burmeister and Wain Cegielski diesel engine which develops 7,200 hp at 139 rpm. The basic B69 is a single-screw ship with two continuous decks, engine room right aft and bridge superstructure forward.

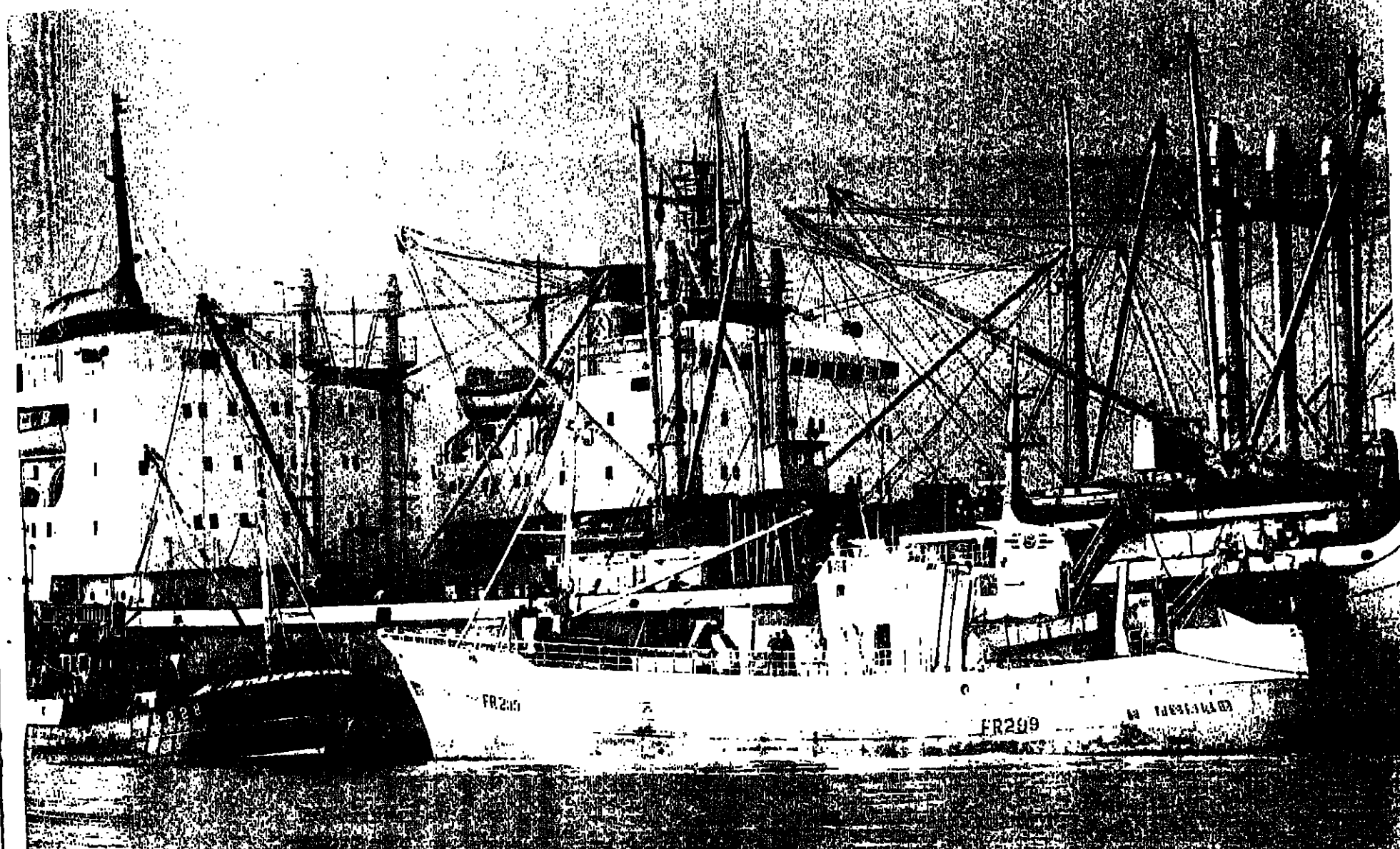
The B69 is 538ft. long overall and 489ft. between perpendiculars. Moulded breadth is 70ft., with a depth to upper deck of 41ft.



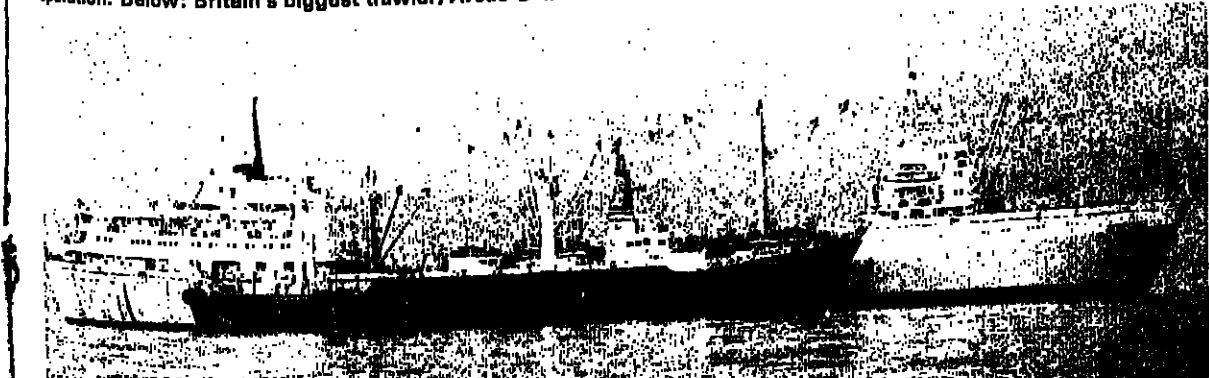
FISH HANDLING, processing and marketing

off Cornwall

WORDS **harry barrett**
PICTURES **herbie knott**



Scottish purse seiners *Sette Mari* and *Sedulous* (left) herd in against the factory ship. Russian carrier ship (background). Right: rubber fenders and big tyres are used for protection during transhipping, which can be a 'hairly' operation. Below: Britain's biggest trawler, *Arctic Galliard*, discharges her catch to *Antarktika*. Bottom left: fish oil plant on *Rybak Latvil* produces up to one-ton an hour. Bottom right: mackerel being automatically discharged from *Rybak Latvil*'s Polish-built tunnel freezers. This system freezes down to 38 deg. C. in a three-hour cycle.



FISH HANDLING, processing and marketing



FLATING FACTORY FOR ALL SEASONS

FROM THE heat of Africa, the gale-swept Atlantic approaches the British Isles, the gypsy life of a crew on a Russian factory ship. For the 229th Christmas will be at sea off Falmouth, the return of the mackerel fleet to its holiday break.

There's plenty of woman-power behind the Russian mackerel fishing operation, with some husband-and-wife teams working aboard *Rybak Latvii*. Above left: brining and salting the mackerel which is packed into wooden barrels. Above: while mackerel is packed into 38-kilo aluminium trays prior to freezing in two air blast tunnels with a throughput of up to 90-tons a day.

Below: the Scottish purse seiner *Sedulous* (Skipper E. Simpson), lays hard over on *Rybak Latvii* while transshipping mackerel off Falmouth last week. The chilled seawater tanks on some of the Scottish purse seiners are producing the high-quality fish the Russians are looking for.

Once the mackerel hits the factory deck it is handled three ways: as fillets using Baader 181 machines; whole frozen and as a brined and salted product. In addition, there is a fish meal plant aboard which can produce 20-tons a day for animal feed and a fish oil plant with a capacity for up to one-tonne an hour.

The bulk of the fish goes for whole freezing in Polish-manufactured tunnel freezers. These freeze the fish down to 38-deg. C. in a three-hour cycle. Blocks of 10 kilos are frozen and eventually packed three blocks to a carton. The two air-blast tunnels can freeze up to 90 tons a day.

Fillets are packed and frozen in the same way. Just five to six per cent of the fish is processed into fillets, while the frozen whole fish goes back to the Soviet Union for canning or smoking.

Only the jumbo mackerel are used for fillets, with the mediums going for salting and smalls being frozen whole.

The salted fish is packed in 85-kilo wooden barrels.

The Russian mackerel operation off Falmouth, Cornwall, is divided between the two factory mother-ships *Rybak Latvii* and *Antarktika*. Most of the British-caught trawl fish is taken aboard *Antarktika*, while *Rybak Latvii* is mainly handling fish from Scottish pursers.

Rybak Latvii is no stranger to British shores. During the summer she worked successfully off the Scottish west coast transshipping mackerel in an operation mounted through Joint Trawlers Ltd., which is also organising the Russian set-up off Falmouth.

At the centre of Joint Trawlers' south-west operation is Russian speaking Tomasz Ciechowski, who works in conjunction with Boyd Line of Hull and Clipper Seafoods of Aberdeen as suppliers. The Boston Group of Hull and Richard Irvin of Aberdeen are also linking-in their trawlers under an arrangement with Boyd.

A former Polish fishing skipper and now a British skipper and now a British skipper and now a British skipper.

Continued on page 24.

THE SIGN OF THE YELLOW LOBSTER.



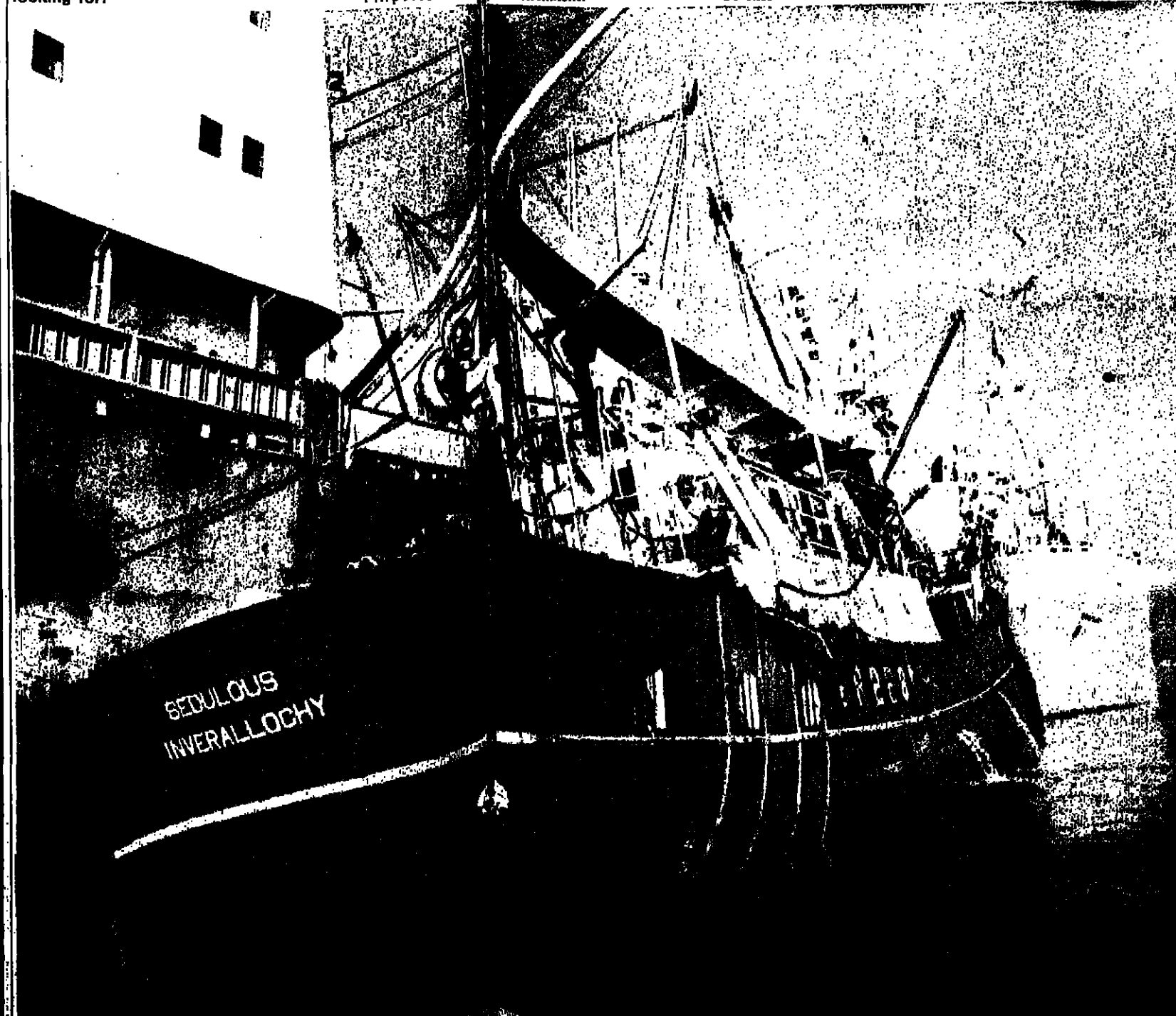
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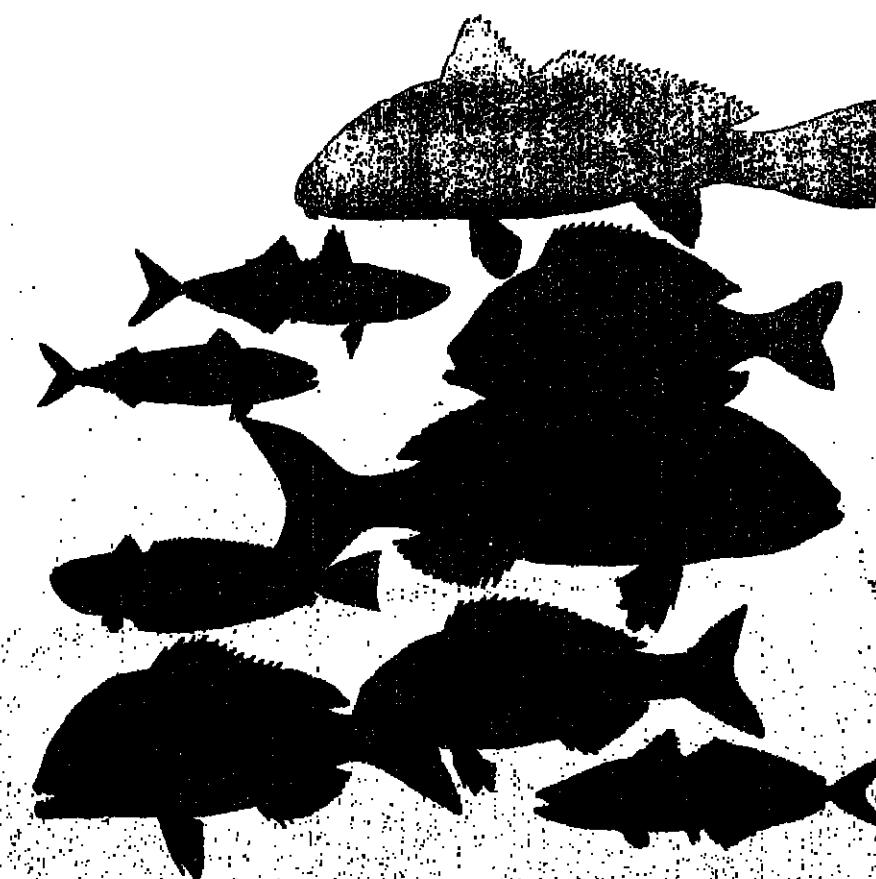
Fish processing storage at Aberdeen Cold Storage Co. Ltd. Canon Cold Storage Ltd. Union Cold Storage Co. Ltd.—Avonmouth, Glasgow and Hull (packaging)



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FISH HANDLING, processing and marketing

'Swedish-style' crab in big demand

CRABS landed in Devon and Cornwall are being exported to seven countries by a Plymouth firm.

The firm, Tamar Fish Processors Ltd., moved into new premises at Lockyers Quay in June this year and has handled some 2½ million lb. of crabs, the bulk of which have been processed as whole cooked crab and sent to Europe and Canada for sale in supermarkets.

Contract

The company has 26 crabbers fishing under contract and the steady expansion of these overseas outlets has enabled it to double the price of crabs to fishermen during the last three years.

About 60 per cent of all crabs landed in the area between Plymouth and Falmouth are now being bought by the firm but, even so, overseas interest is so keen that demand is exceeding supply.

However, the firm is in a position to deal with another one million lb. of crabs annually without the need for further investment in handling and processing plant.

Tamar Fish Processors Ltd. was set-up three years ago by Bill Dugmore, who saw the need for crab processing facilities in the area.

East coast

Prior to this a large percentage of crabs caught by local fishermen had to be sent out of the area to processors as far away as the east coast of England.

Bill Dugmore felt that he could develop an overseas market by using a new system which had just been in-

troduced in Sweden for whole crab.

The whole cooked crabs are packed in nylon laminate bags and pasteurised to give a fresh shelf life of four weeks. Only the best and undamaged crabs are used to produce a top-quality product.

After being cooled they are packed in individual nylon bags which are vacuum sealed to remove all the air inside.

The bags of crabs are pasteurised by placing them in water at 200 degrees F. for 30 minutes to kill any bacteria still inside. When they have cooled they are taken to the blast freezer.

Growth in the overseas markets for pasteurised

whole crabs has enabled the firm to offer fishermen some 16p a lb. as against 8½p three years ago.

Key men

It is helping to take surplus supplies off the UK market, especially in October when the Westcountry crab season is at its busiest.

The 26 vessels landing to the firm are in the 30 ft. to 65 ft. class.

Bill Dugmore says that Tamar's policy is to regard fishermen as being the key to the business — and to provide them with good services.

Bait is supplied by the firm and catches can be collected

from boats at any time.

The realistic prices now being offered by Tamar are said to be providing these boats with quite a good living at a time when operating costs are high.

Damaged crabs, or those otherwise unsuitable for packing whole, are picked for meat to supply the UK market. These products include brown meat, white meat, brown and white dressed crab, and barbecued claws.

The factory can employ up to 90 people during the Westcountry crab season, which lasts from June until December.

Bill Dugmore says that an



Above: blowing the meat from the crabs. Below left: Bill Dugmore, director of Tamar.

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FISH HANDLING, processing and marketing

crab

efficient staff is the key to good processing. So, to maintain a steady staff of 70 people, the factory is now geared up to move into mackerel processing during the early part of the year.

There is a natural overlap of products in the area as mackerel fishing is well underway when crab fishing is at its slackest.

There is a growing interest in mackerel for human consumption owing to the ever-increasing price of cod — and Tamar is perfectly positioned to help develop this market.

Plans are in hand to produce blast frozen mackerel fillets for retail outlets, and about 15 tons a day of locally-landed mackerel could be bought on the open market.

Filleting will be by hand as, in the long run, this method can be as economical as machine filleting.

Surrounded! Factory manager Harry Unsworth with his happy team of girls.



Vacuum packing the whole crabs in nylon bags to remove any air before they are pasteurised.



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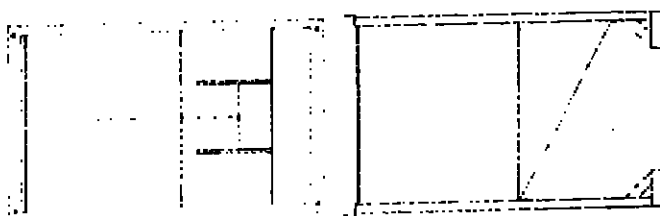
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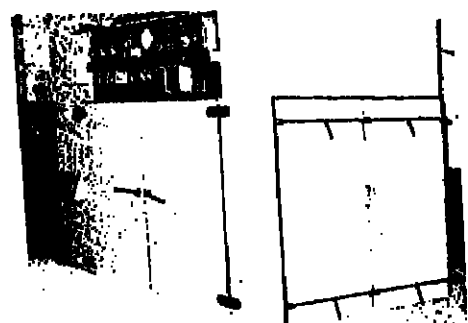
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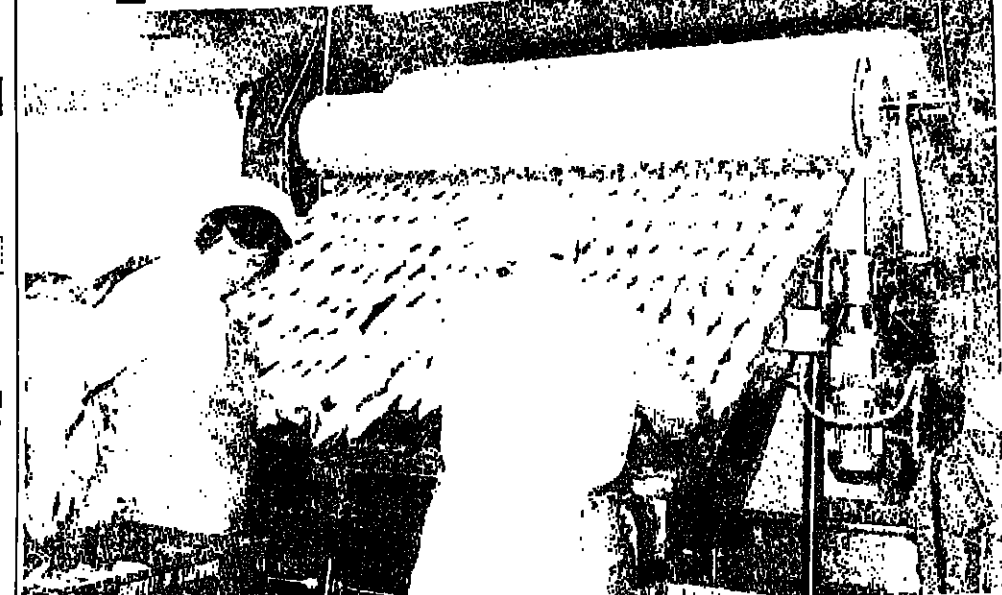
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FISH HANDLING, processing and marketing

£1¼m plant brings Starwood up-to-date...



Above: haddock block fillets being placed on a conveyor to be carried on to the Atlas Rota drum freezer. It is one of the only two such units in use in the UK. Below: after being weighed by the computerised weigh sorter, the fillets are wrapped in cellophane before being packed and frozen for export.



SOME £1¼ million has been invested in the new Aberdeen factory of Starwood Fisheries (Scotland) Ltd. which became operational this April.

The new premises and plant was officially commissioned in October by American fish firm executive, Charles Gordon of Booth Fisheries.

The decision to build the new factory had been taken when a compulsory purchase order was served on the company's former premises in North Esplanade West.

The firm's directors felt that it was an ideal time to invest in a modern, purpose-built factory which would meet the high EEC hygiene standards specified for fish processing premises.

Sited at South Esplanade East, Torry, the new plant employs 230 people and has the most modern equipment available.

The firm handles 300 to 400 boxes of white fish daily and fillets, freezes and packs the smaller class of haddock, whiting, plaice and coley.

Top quality inshore catches are bought from Aberdeen and Peterhead, also fish from foreign freezer vessels is bought when available.

At present about 60 per cent of Starwood's output is going for export — mainly to America and Europe — but the firm's joint managing directors, Laurie Little and Alistair Gunn, are now planning to expand into the UK market.

The firm's policy is to produce a good product at a fair price, said a spokesman.

On arrival at the factory the fish is transferred to the firm's own plastic containers. It is then lined and de-sealed, if needed, before passing through the drum washer. Filleting is done by hand and both block and single fillets are produced.

A screw conveyor takes offal to a hopper for mixing after which it is frozen in blocks in an APV Parafreeze vertical plate freezer and sold to petfood processors. Equipment in the large

FISH HANDLING



Above: trays of haddock fillets being taken from one of the APV Parafreeze horizontal plate freezers. Below: the new Starwood premises at South Esplanade East in Aberdeen.



packing and freezing area includes an Atlas Rota rotary drum freezer, which is one of only two such units in use in the UK.

It is used for producing individually quick frozen fillets which adhere to the surface of the drum after passing up a conveyor.

Surface temperature of the drum is in the region of minus 45 to minus 50 degrees C. Freezing time takes from four to 18 minutes depending on the size of the fillets.

After completing one revolution on the drum the fillets fall on to a conveyor and pass to a Best Inspection grading machine.

They are then packed and sent to Ross Foods in Grimsby for further processing.

Fillets destined for overseas outlets are packed and frozen by Starwood. Consumer and catering packs from one to ten lb. are produced.

The packing line has a high degree of automation. Fillets are skinned by machine and automatically weighed into the required amounts by a Computerised Weigh Sorter from Precision Engineering Products.

They are then wrapped in cellophane by hand and packed into boxes which have been folded into shape by machine. Other machines close and seal the boxes, overwrapping them with a printed paper wrapper, before they are taken to the APV Parafreeze horizontal plate freezers.

After freezing, the individual boxes are packed into master cartons ready for export.

Hawson and Turrell Ltd. of Grimsby supplied and installed the refrigeration machinery, chill rooms and the Atlas Rota drum freezer. A defrosting plant for the fish frozen at sea uses hot water from the refrigeration system. Other equipment in the factory includes a box washing plant.

They are then packed and sent to Ross Foods in Grimsby for further processing.

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The packing line has a high degree of automation. Fillets are skinned by machine and automatically weighed into the required amounts by a Computerised Weigh Sorter from Precision Engineering Products.



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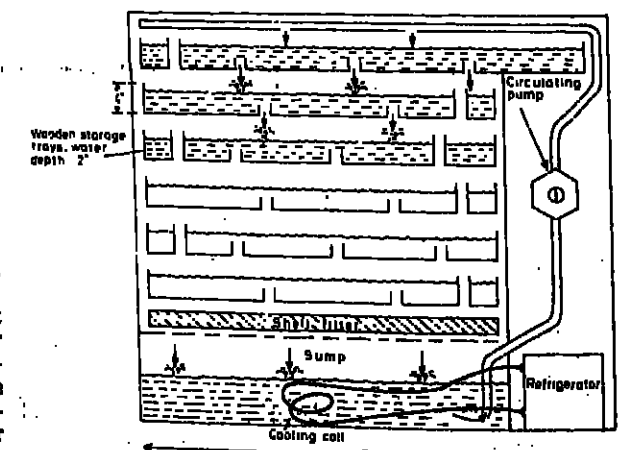
TWO LAB REPORTS FOR HOLDING 'LIVE'

LOWESTOFF Fisheries Laboratory has published two advisory leaflets with useful advice for holding shellfish live.

The leaflets are: *The Live Storage of Lobsters and Artificial Sea Water for Shellfish Tanks*. They have both been prepared by P. C. Wood and P. A. Ayres of the Fisheries Laboratory at Burnham on Crouch, Essex.

The lobster storage leaflet stresses that there are four basic factors to take into consideration when holding live lobsters: oxygen and salt content of the water; water temperature; toxic substances; and the condition of the lobsters.

After giving details of the oxygen content in the water required by lobsters, the leaflet details the salinity mixing 'sea water' for large scale storage may be prohibitive, it warns.



Section of self-contained storage unit to hold 250 lb. of lobsters. The unit consists of six trays each holding 5 lb. sea water, volume of water is 65 gallons, rate of flow 250 gallons an hour and water temperature, 50 deg. F.

Lobsters can survive a wide range of water temperatures, according to the report, but not be used. To pump in the fluctuations must be gradual. Tanks with copper pipes, for instance, could cause lobster

to die over a fairly short period. Main building materials should, therefore, be: plastic, wood, stone, brick, concrete and reinforced glassfibre.

The leaflet follows on with notes about the condition of lobsters for storage. Storage of lobsters may rapidly lead to more deaths, while damaged lobsters can catch infections. There is also a warning about a blood disease in Canadian lobsters which can be passed on to new stock.

The report rounds off with the different types of glass units which can be used and a list of do's and don'ts. Lobsters should be checked daily — but they should not be fed as this creates more problems than it solves.

The second leaflet for lab gives details of preparing artificial sea water, also the use of salts to increase the salinity of natural sea water. Both are available from Lowestoff Fisheries Laboratory.

DOUGLAS YOUNG

DOUGLAS YOUNG (66), who retired as chairman of the Young Group of Companies five years ago but remained president, died last month.

He was one of four brothers who created a world-wide seafood business from a small family concern.

He played a major role in the creation of the Young Group of Companies (turnover £44,000,000) comprising 20 seafood processing factories at home and overseas, as well as the selling and distribution systems under the Young's Seafoods title.

He joined his father and two elder brothers in their fish merchants business in 1929 and received a comprehensive grounding ranging from the Young's whitebait fishing connection at Leigh on Sea, Essex, to London's West End catering trade in which the family specialised.

During the war he served in the Royal Navy and commanded a frigate in many



Douglas Young, the president and former chairman of Young's, who died at his Sussex home last month. He was 66.

North Atlantic convoy operations. At the end of the war he returned to the business and, with the introduction of deep freezing, Douglas Young was instrumental in bringing the first frozen packs of haddock and shellfish on to the market.

With the acceptance of freezing, the range of products and the distribution system grew and more seafood processing plants were added to meet demand.

In 1959 Douglas Young was appointed to the board of Ross Group following the merger of Young's with this group. His elder brother, Gordon, retired while Douglas, in conjunction with brothers Stanley and Malcolm, continued to expand Young's.

As chairman he remained in control of the new Young Group of Companies in the years up to the time when Ross Group joined the Imperial Foods in 1969.

He was elected to the Board of Imperial Foods at that time and led the company through a very important growth phase.

In July 1972 he retired and handed over responsibilities to his eldest son, Norman, who has carried on the family connection. He leaves a widow, two sons and a daughter.

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FISH HANDLING, processing and marketing

NEW FISH QUALITY LAWS

Health tickets for fish factories

A COMPREHENSIVE
quality control
programme for fresh
and processed fish and
shellfish is expected to
become law in Ireland
next year.

New regulations involving
the licensing of processing
plants are being pushed
through by minister for
fisheries, Brian Lenihan.

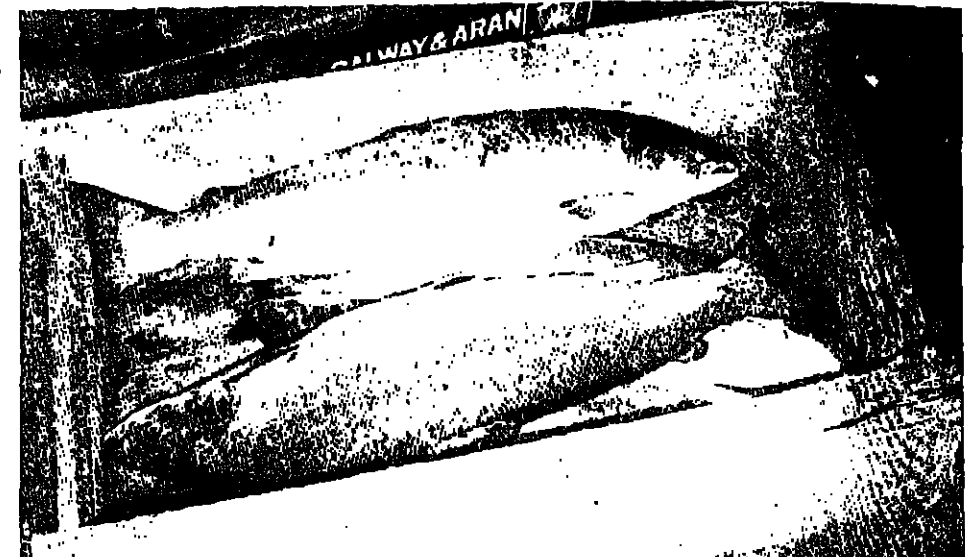
One of the main objectives
of Ireland's fishing industry
is to develop added value ex-
ports through increased
processing ashore.

This will mean promoting
Irish fish and fish products
on some of the most
consumer-conscious markets
in the world, making it vital
for the industry to give top
priority to raising quality
standards.

According to Tom
Geoghegan, market develop-
ment manager of the Irish
Sea Fisheries Board (BIM),
the new regulations — which
will affect fishermen and
processors — will ensure the
highest standards of handling
from the time the fish is
caught, to sale on the home
market or point of export.

They will "facilitate the in-
troduction in certain special-
ity markets in Europe and
elsewhere of branded fish
products under a quality
Irish label.

"As soon as the regulations
for shellfish and pelagic fish
come into effect," said Mr.
Geoghegan, "it will be possi-



High-quality Atlantic salmon landed at the Galway and Aran fishermen's co-op. But does the box match the fish?

ble to get the second stage of
the new quality control
programme underway.

"This concerns the setting
up of quality standards for
processed fish of all kinds,
and the licensing of premises
for production of these
products."

Plant licensing will be a
new requirement. "Each of
the plants will be issued with
a certificate of health," said

Mr. Geoghegan, "and this will
be a tough one."

Overall, there has been a
considerable improvement in
the quality of Irish fish in re-
cent years. This has largely
been due to steps taken by
BIM to introduce ice-making
facilities into many ports.

Bulk landings are giving
way to an increased use of
pounds, and many boats are
going over to plastic fish boxes
especially since the develop-
ment of the mackerel fishery.

On the demersal side,
regulations governing the
handling and presentation of
fish have been in force for
some years.

Approval

However, there is
widespread approval for Mr.
Lenihan's new measures
since the general consensus in
the industry is that there is
still room for improvement in
quality at all levels.

John Holland of Galway
Bay Seafoods goes as far as to
say that quality control at the
quayside is "a bit of a joke."

Fishermen, he explained,
have been known to land
third-day fish on top of the
first day's catch, unknown to
the processor.

A spokesman for the
fishermen's co-op at Kilmore
Quay complained of a lack of
technical back-up: "Apart
from BIM's laboratories,
where could I get tests done
on crab meat, for example?"
he asks.

"The Institute for In-

dustrial Research and Stan-
dards (IIRS) was set up by
the government to provide a
service, but they are so
overloaded that they cannot
cope with the small man."

Jim O'Connor, chief
executive of the Irish Fish
Producers' Organisation,
accepts that "there has been a
lack of implementation of
proper handling regulations
as far as fishermen are con-
cerned."

"Due to the relatively
small size of the fleet," he
said, "ice has not been
available in sufficient quan-
tities. Also, there has been an
attitude among fishermen —
now fortunately dying out —
that, as they were operating
for the most part on a daily
basis, there was no necessity
for ice."

"Another factor has been
the irregular supply which
has meant that badly handled
fish, at a time of scarcity,
could fetch as much as good
fish."

"We have been pushing for
quality all along, and we are
going to continue to push for it.
We will be quite unympa-
thetic if any of our
members are prosecuted for
not adhering to the new
regulations. But we want to
see the same standards
applying throughout the in-
dustry."

"One thing we are not
satisfied with," added Mr.
O'Connor, "is the lack of ef-
fort on the part of the people
responsible for ensuring the
implementation of such
quality controls as do exist."

Right: Jim O'Connor, chief
executive of the Irish Fish
Producers' Organisation: "We
will be unsympathetic if any of
our members are prosecuted
for not adhering to the new
regulations." Below: weighing
lobsters at the Kilmore Quay
fishermen's co-op. Irish coastal
boats have been making high
earnings on lobsters this year.



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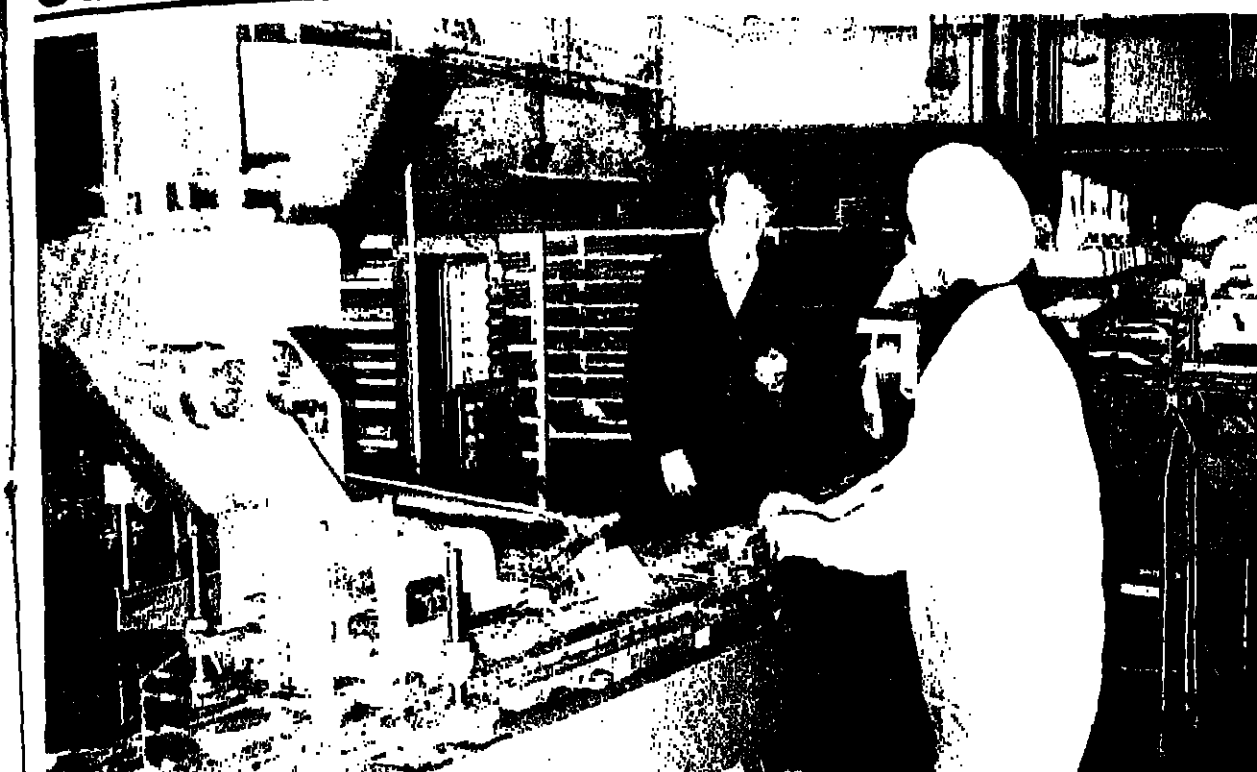
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...FIRST MOVE INTO CANNING

THE OPENING in
February this year of
Ireland's first fish
cannery is the best ex-
ample yet of progress
being made to up-

grade the value of the
country's fish exports.

The £800,000 Campbell
Seafare Ltd. plant at
Dungloe, Co. Donegal, will be
producing about four million

cans of mackerel and herring
during its first year. And,
with space available inside
the 2,000 sq. metre plant for a
second machine line, there is
scope for real expansion.

Supplies are obtained
locally as fresh or frozen
fillets from the affiliated
Campbell Seafoods Ltd.
plants in neighbouring Bur-
tonport and Killybegs — both
within easy road distance.

After thawing the fish is
soaked in brine, then either
canned in oil or cooked and
packed in sauces. Stringent
quality checks are main-
tained throughout the
process.

Switched

By holding stocks in its
own 1,000-ton cold store,
Campbell Seafare can keep
its machines — in work all
year. This plugs the seasonal
supply gap that plagues so
many Irish fish processors.

During the summer, the
cannery was working on herring,
but has now switched to
mackerel.

The mackerel is being

The canning line in action at
the Campbell Seafare plant at
Dungloe, Co. Donegal. Space is
available to install a second
similar line when needed.

packed for John West, the
company's first customer.
However, there is no intention
to tie the operation to one
label, and negotiations have
already taken place with at
least two other major brand
leaders.

Campbell Seafare Ltd. is
the latest processing plant
opened by John Campbell,
managing director of
Campbell Seafoods Ltd. and
chairman of the Donegal Fish
Exporters' Association.

Expand

Mr. Campbell founded his
company at Burtonport in
1968 mainly to handle
salmon, lobsters and cured
herring. He expanded rapidly,
opening another plant in
Killybegs the following year,
and has added to existing
facilities.

It was not long before
Campbell's began to diversify
from selling fish in barrels to
high-priced frozen fillets for
the German canning fac-
tories. The construction of the
Campbell cannery was a
natural progression.

The Campbell Seafare fac-
tory looks like being a
forerunner of a number of
fish canneries in Ireland
which will boost the fish in-
dustry and provide much-
needed employment.

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Affish now control Scottish factories

THREE Scottish fish
factories at Irvine, Tarbert
and Mallaig are now be-
ing controlled by Affish
Ltd. which has also open-
ed a new trading office in
Grimsby.

The manager of the
Grimsby office, Albert Baker
will be trading in Grimsby
and Hull with the help of
George Williamson. Both men
have worked with Affish in
the international trading com-
pany of Associated Fisheries
for some years.

Eric McDonald, produc-

tion director at the three Scot-
tish factories, will also be
based in Grimsby.

Managing director of Affish
Ltd., Graham Clarke, says
that the new facilities will
enable the company to offer
improved services to both
UK and overseas customers.
Supplies of salmon from
Canada and USA; prawns
from Malaysia, Greenland
and Norway; red snapper
from Brazil; haddock from
Argentina and South Africa;
rainbow trout from Denmark
are some of the fish now
available from the company.



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AGENCY DEAL FOR COOLING SYSTEMS

A NORWEGIAN manufacturer of on-board refrigeration equipment has set up a sales deal with a Scottish firm.

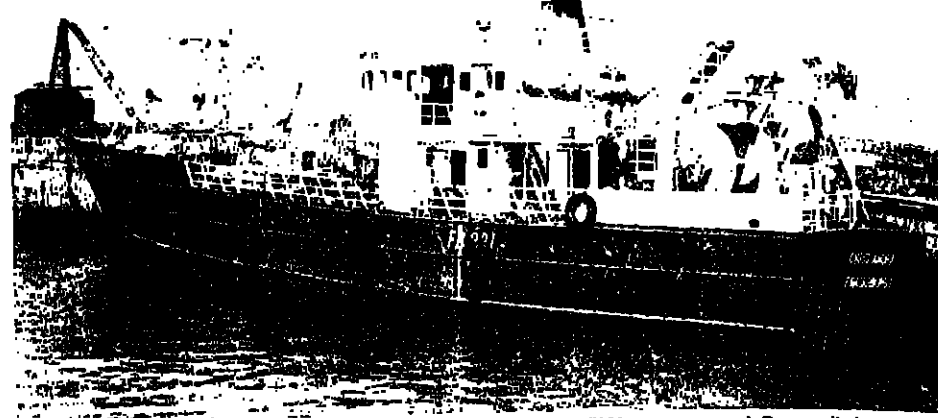
Kvaerner recently concluded an executive sales agreement with Scandinavian Marine Sales Ltd. of Glasgow, which will act as sole representative in Britain and Eire.

Kvaerner has for many years specialised in refrigeration equipment for fishing vessels and it is one of the leading European companies manufacturing and supplying fishroom refrigeration, plate and tunnel freezers, and refrigerated sea water (RSW) circulation systems.

With 200-mile limits and quotas, fish quality has never been more important. Fishroom refrigeration and RSW systems are, therefore, playing an increasing role in modern fishing.

Kvaerner has been to the forefront for many years in the design of this equipment, particularly RSW circulation systems. It has supplied more than 70 to vessels in Scandinavia and also Scotland's largest and most successful purse seiners, including Sette Mari and Chris Andra.

The firm is also supplying RSW systems to four new



The 135 ft. purse seiner *Chris Andra* has a Kvaerner RSW system and Brunvoll thrusters.

purse seiners under construction in Holland and Norway for Norwegian company Scandinavian Marine Sales has also concluded a sales agreement with another

Floating factory

Continued from page 17

national, Tomasz Ciechowaki is an important link between the British and Russians. "Take Tomasz away and we would be finished. He does a great job", said Skipper Jim Slater when *Fishing News* went aboard his 148ft. purse seiner *Sette Mari* while she was transshipping mackerel last week.

Sette Mari had returned from a short, sharp and profitable trip and was putting 35-tons aboard *Rybak Latvi*. This was taken in one shot in three hours, six miles south by west of The Dodman. While this was an unusual trip in good weather, Jim Slater was quick to point out that there are big problems with the weather off Cornwall.

"There is no doubt that transshipping at sea in rough weather is a highly dangerous operation. 'Terrifying', was how Jim Slater described it. He said that on one occasion the bilge of *Sette Mari* was touching the factory ship's rail.

Rubber cylindrical fenders and big tyres are used by the Russian ships. Some catcher boats were sustaining damage and Skipper Terry Thresh, of the 280ft. *Arctic Gullard*, pointed out over the radio that he thought his ship needed to be fendered as well as the Russians.

By British standards the scale of the operation is big and, while it is successful, there are still some problems. Catcher vessels are still trying to operate in the same way as with a shore-based fish market. There still needs to be some planning among catcher boats about the time of arrival at the factory ship.

Working on a fixed price arrangement, without the customary dash for the auction, should simplify the problem. As it works now, the buyers are losing production and the catchers losing fishing time.

Skippers are endeavouring to keep clear of local line boats, but there is a feeling among trawlermen that it would help if the animal lights used the right lights at night. Also, hauling with lights would help to avoid accidents.

There are complaints, too

from local trawlers which find that, because of the purse seiners' huge gear, they cannot get in at the shoals. "The Russians are keen on a good relationship with the British fleet, but they are no pushover to take any fish."

"Fortunately, the fish here is better quality than off the west coast of Scotland in the summer. It has half the fat content," said Jim Slater. With some heavy hauls of mackerel being taken the quotas are proving something of a problem but, the three-day roll-up period allowed on catches, is helping skippers to spread out their fishing.

MAFF inspector Terry Nichols, who came aboard *Rybak Latvi* with *Fishing News*, said he is very impressed by the set-up and happy to see the quota system working. "Local men have developed a very impressive system for monitoring catches," he added.

Dealing with London-for-

mulated regulations has been confusing enough for fishermen — and some local Ministry sources confessed to not being able to understand them themselves.

In addition to *Sette Mari*, two other Scottish pursers are landing to the Russians through *Clipper Seafoods* (St. E. Simpson) and *Challenge* (St. W. Tait).

The pursers have worked with the Russians in the summer, but for the big trawlers this is something of a new operation. Despite this new operation, the Russians declared themselves particularly impressed with the efficiency of Boyd Line's *Arctic River* and *Arctic Challenger*.

There is no doubt that the Russians hope that this year is the start of a long working relationship with the British fishermen — mackerel permitting.

"We'll see you again at Millpool next summer," they said as we left the ship.

50 years 'on the job'

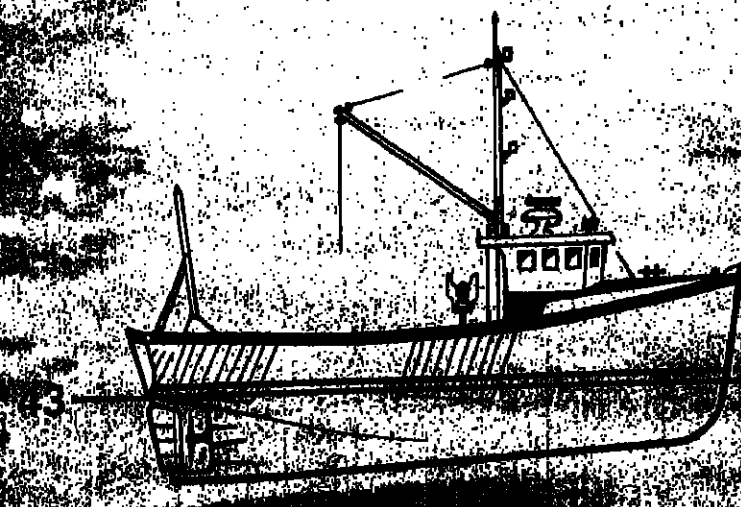
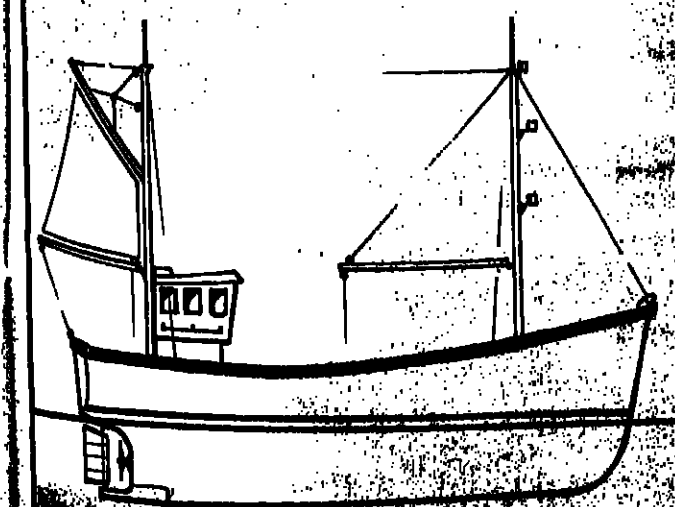
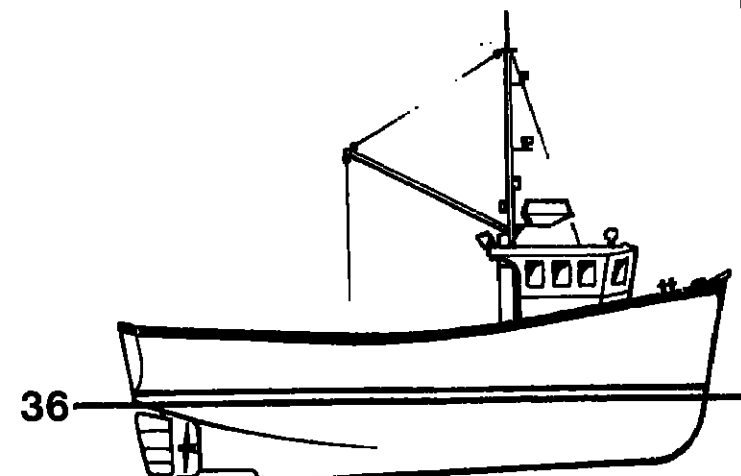
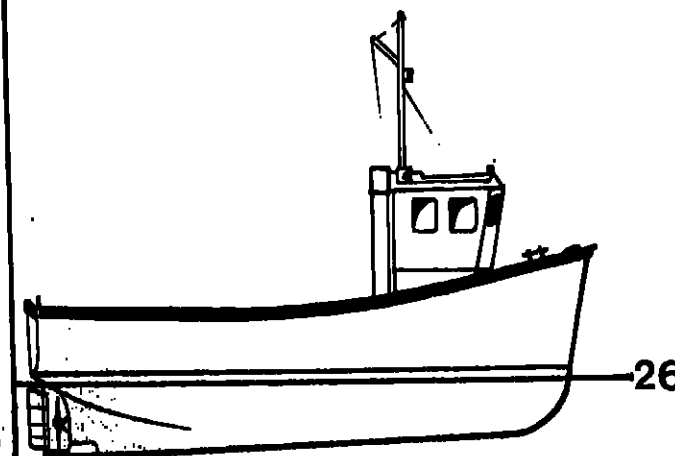
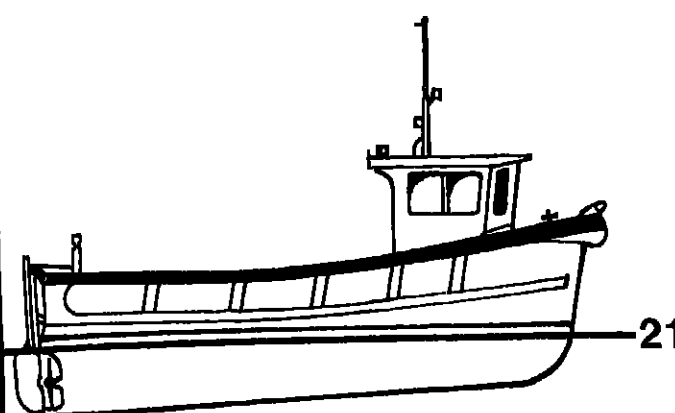


THE POWERS behind Barnetts of Frying Pan Alley — famed for its smoked salmon — have just celebrated 50 years in the business. The firm's offices in London, while Morris is the sole owner, are run by Joe and Morris Barnett. They were each presented with a gold watch by Associated Fishermen. Their fathers were some of the Barnett who founded the company.

Joe runs the selling side of the company from Associated Fisheries' offices in London, while Morris is the sole owner and the smoke house in Loughton, Essex.

In case you are wondering about the rather large photograph that was a present to Joe from his late father, while not wishing to denigrate Associated Fisheries' generosity, Joe said: "The comparison somewhat belittles that individuals are more fun than big organisations."

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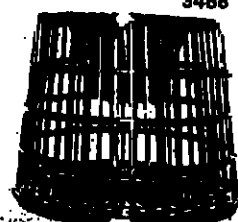
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DRE

Seiners sail in to join Grimsby fleet

GRIMSBY'S large fleet of anchor-seiners are in dock for their winter lay-up — but there is still plenty of activity behind the scenes.

Four more additions to the fleet have been made in a flurry of business deals between the Humber port and Denmark.

Leading the way was A. E. Richardson & Co. Ltd. with the delivery of the new multi-purpose Queenie S (GY 344) from the Danish builders, Marstal Traekibvaerft a/s.

The 60 ft. oak-on-oak vessel is powered by a Gardner 418B main engine of 230 hhp at 1,550 rpm.

She is the last order for new tonnage lodged by the Grimsby firm with Danish builders, especially the yard at Marstal, in recent years. And this programme of rebuilding has made the Richardson fleet the most modern in the port.

Queenie S differs only slightly in design from previous Marstal orders and only the new two-drum Grimsby seine rope storage reels, forward on the port decking, make her visibly different from her elder sister-ships.

Skipper Otto Kjaergaard has been given command of Queenie S and, having expressed satisfaction with her performance on the trip over from Denmark, he wasted no time in port. He was soon heading back to sea again on a maiden voyage industrial fishing for sprats.

Meantime, three more secondhand Danish vessels joined the Grimsby fleet. These deals now mean that this year no less than 10 former Danish anchor-seiners or multi-purpose vessels have been bought by Grimsby men.

Two of the purchases will operate through Danbrit, the

agency still less than one year old but already a force with 25 vessels on its books. From Baljerg the agency has acquired Gruner (GY 368), a 12-year-old craft of 54 tons which will ultimately undergo conversion into a pair trawler.

Skipper Mike Clarke will put her through her paces on winter sprats before she resumes white fishing in her new role. Gruner has been bought by Royd Line of Hull's Grimsby subsidiary, the Grenna Fishing Co.

Also to work through the Danbrit agency for Grimsby

owners is the former Tyboron anchor-seiner Mary Rann. This vessel has been re-registered as BCK 168 and is at Buckie, Scotland, undergoing alterations before heading south for the Humber.

Yet another vessel has arrived for Sam Chapman's. This agency alone has taken delivery of five former Esh-jerg anchor-seiners this year and its latest is Benny Jessen. The 40-ton vessel has been bought by the Joy Fishing Co. and renamed Paul Nielsen (GY 370).

Chapman's also announced

the seiner White Bank has been partly bought by Consolidated Fisheries (Seiners) Ltd. in a local deal and she will operate through the Consolidated agency in future.

A spokesman for the Chapman agency told Fishing News that further expansion of its 15-strong fleet is confidently expected in the New Year.

With nearly all Grimsby's small boat agencies expressing similar sentiments, the port seems set for a big increase in catching power at the expense of the Danes.

NEW VESSELS AT THE BOAT SHOW

THREE NEW fishing boats will be at the London Boat Show being held at Earls Court from January 5 to 15.

Halmatic has the first of its Skerries 29 series, Cygnus Marine's new low-cost range makes its debut and there is a new standard aft wheelhouse boat based on a hull from the

Rye, Sussex, firm of Lochin Marine.

Halmatic will be exhibiting the 'Skerries 29' all GRP inshore boat on stand no. L3. She is the first of these new craft Halmatic has moulded and fitted out at Kirkwall, Orkney. prototype will be exhibited in the Aberdeen Fisheries Ex-

hibition set for June 1978.

Cygnus Marine has built a GM32 standard boat specially for the show and the boat will be for sale at £18,500.

The blue-hulled craft is the first of the firm's models specially designed to keep prices down. By speeding up building time with features such as a new moulded wheelhouse, the firm has been able to trim over £2,000 off the price of a boat.

The boat is powered by a 'Thornycroft 108 hp diesel and is fitted with a mizzen sail. She is ready for work once fitted with hydraulics and electronics.

Lochin Marine hopes to have two boats at the show — the aft wheelhouse craft and a Fast Fisherman. They will be moored at Cadogan Pier, on the Thames, for inspection and demonstration.

The firm claims that its vessels are the most versatile available for earning a living year-round. Boats can take out charter parties in summer and then switch to pots, lines, nets, trawling and wreck fishing for the rest of the year.

The new aft wheelhouse version, built at premises approved by Lloyd's, sells for £18,750 ready for sea, but less electronics and hydraulics. This price is quite a saving on the forward wheelhouse version which takes longer to build and costs £18,285, less 74% discount to commercial fishermen.

Lochin has completed some 220 vessels/hulls to date and has a thriving export market in Sweden.

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ABC

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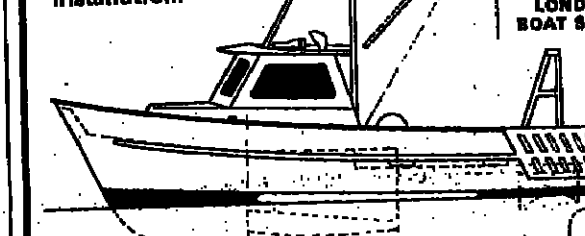
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Official and Classified ADVERTISEMENTS

Continued from Page 31

PUBLIC NOTICE

Notice to Mariners
SHELL EXPRO'S GASLINE TERMINATION
Current work on the St. Fergus/Brent Gasline has now ceased for winter months. The end of laid down section of the pipeline is on sea-bed at following position: 59°48'58.4"N 00°05'08.7"E.

Which compares to following Deca co-ordinates.
CHAIN 6C NORTH SCOTTISH
CORRECTED OBSERVED COMPUTED GREEN (2) D 47.87
(C-O) - 0.16
(2) E. 30.02
CORRECTED OBSERVED COMPUTED PURPLE (1) F.67.46
(C-O) - 0.40
(1) F.67.56
OBSERVED DECOMETER READING
CHAIN OF BERGEN
CORRECTED OBSERVED COMPUTED RED (1) E.16.91
(C-O) + 0.16
(1) E.16.76
OBSERVED DECOMETER READING
CORRECTED OBSERVED COMPUTED GREEN (3) F.45.04
(C-O) + 0.16
(3) F.44.88
OBSERVED DECOMETER READING
CORRECTED OBSERVED COMPUTED PURPLE (1) G.67.06
(C-O) + 0.13
(1) G.66.93
It should also be noted that attached to the end of the pipeline is 1000 feet of 3" dia. wire rope lying on sea bed on a bearing of 037° from pipeline.

NOTICE TO MARINERS

ROCK DUMPING ON SHELL EXPRO'S GASLINE

Rock dumping on the St. Fergus/Brent gasline is being carried out by the vessels "Avelingen" and "Frans" and will continue for several further weeks. As a result of weather delays it is now anticipated that the work will continue until about the end of the year.

First location is pipeline chainage Km. 4.8 to Km. 6.3 which is equivalent to Deca main chain 6c green, D32.74 to D33.59 and purple H62.25 to H62.47.

Rock Dumping Vessels

"FRANS" and "AVALINGEN"

These vessels which are at present working over the St. Fergus/Brent Gasline, frequently lay to two anchors the cables of which extend 550 metres up current from the vessels. A wide berth is requested.

NOTICE TO MARINERS

Rock Dumping on St. Fergus/Brent Gasline
Rock dumping on our gasline will be carried out initially by vessel "Avelingen" supported by one or two other vessels and is planned to commence 1st October 1977.
First location is pipeline chainage Km. 4.8 to Km. 6.3 which is equivalent to Deca main chain 6c green, D32.74 to D33.59 and purple H62.25 to H62.47. We anticipate completion of this above section within approximately one month of starting.

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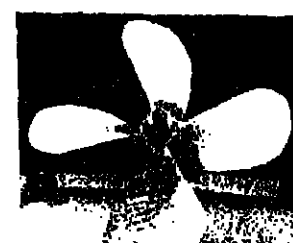
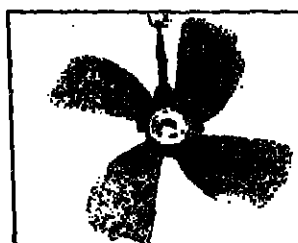
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Prosperous 1978.*

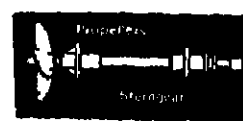
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